



The Calcutta Gazette

WEDNESDAY, JULY 7, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, the 28th June 1920.

JAPAN, INLAND SEA—HIROSHIMA WAN.

(1) Nakano Se Light—Alteration in Characteristics.
(2) Yakata Ishi Light—Alteration in Character.

No. 178 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 814 of 1920), are republished:—

(1) Nakano Se Light.

Position.—Lat. $34^{\circ} 16\frac{1}{2}'$ N., long. $132^{\circ} 22\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., ev. 4 sec., 34 ft., vis. 10 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—A *flashing white light every four seconds.*

Visibility.—10 miles.

Power.—120 candles.

Remarks.—The light is unwatched. The other characteristics of the light remain unchanged.

(2) Yakata Ishi Light.

Position.—Lat. $34^{\circ} 17\frac{1}{2}'$ N., long. $132^{\circ} 28\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., Red, ev. 4 sec., 19 ft., vis. 8 m. (U).

Alteration.—The character of the light has been altered from fixed white to *flashing red every four seconds.*

Remarks.—The light is unwatched; in other respects the light is unaltered.

Charts affected.—No. 3469, Hiroshima wan.

“ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, Nos. 1954, 1956.

Japan Pilot, 1914, pages 380, 382, 383.

Authority.—Tokyo Notices Nos. 403 and 409 of 1920. (H. 3134 & 3145/20.)

KOREA, EAST COAST—URUSAN HARBOUR, SOUTHERN APPROACH.

Kanjari Kutsu—Light established.

No. 179 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 815 of 1920), are republished:—

Position.—Lat. $35^{\circ} 21' 35''$ N., long. $129^{\circ} 21' 40''$ E.

Abridged description.—Lt. Gp. Fl. (2), ev. 6 sec., 84 ft., vis. 12 m. (U).

Characteristics:

Character.—A group flashing white light, showing two flashes every six seconds.

The two flashes occupy one and a half seconds, after which the light is eclipsed for four and a half seconds.

Elevation.—84 feet.

Visibility.—12 miles.

Structure.—White circular tower, 24 feet in height.

Note.—The light is unwatched.

Charts affected.—No. 3666, Fusan harbour to Chukupen bay.

“ 3480, Shantung promontory to Nagasaki.

“ 2347, Honshū, Kiusiu, and Shikoku, etc.

Publications.—List of Lights, Part VI, 1920, No. 1789.

E. C. Korea, etc., Pilot, 1913, page 93.

Authority.—Chosen Notice No. 61 of 1920. (H. 3176/20.)

JAPAN—INLAND SEA.

Nenashi Sho Light—Alteration in Characteristics.

No. 180 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 816 of 1920), are republished:—

Position.—Lat. $33^{\circ} 56' 4''$ N., long. $132^{\circ} 29' 4''$ E.

New abridged description.—Lt. Fl., Red ev. 3 sec., 46 ft. vis. 10 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—A flashing red light every three seconds.

Visibility.—10 miles.

Power.—100 candles.

Remarks.—The light is unwatched. The other characteristics of the light remain unchanged.

Charts affected.—No. 3154, Ominase to Gogo shima.

“ 3469, Hiroshima wan.

“ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1947.

Japan Pilot, 1914, page 371.

Authority.—Tokyo Notice No. 356 of 1920. (H. 3133/20.)

SOUTH AUSTRALIA.

Gulf of St. Vincent—Magnetic Disturbance.

No. 181 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 817 of 1920), are republished:—

Position.—Cape Jervis, lat. $35^{\circ} 37' 8''$ S., long. $138^{\circ} 06' E.$

Details.—A strong magnetic disturbance, causing the compass needle to swing about 6 points, was experienced on 12th March 1920 in the Gulf of St. Vincent, between Cape Jervis and the parallel of latitude $35^{\circ} 00' S.$

The disturbance occurred in the evening and lasted for about $2\frac{1}{2}$ hours.

Charts temporarily affected.—No. 2389, St. Vincent and Spencer gulfs.

„ 2759b, Australia—southern portion.

Publication.—Australia Pilot, Part I, 1918, page 284.

Authority.—H.M.A. Chart Dep't, Garden Island, Hydrographic Note No. 4 of 1920. (H. 2961/20.)

COCHIN CHINA, SAIGON RIVER ENTRANCE.

(1) **Point Ganh Rai**—Light established.

(2) **Rach Kai Gau entrance**—Light established.

(3) **Kangio bank light**—Arc of visibility.

No. 182 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 818 of 1920), are republished:—

(1) **Point Ganh Rai.**

Position.—On the extremity of the westernmost of the two points at the northern end of Nui Ganh Rai.

Lat. $10^{\circ} 23' 19'' N.$, long. $107^{\circ} 03' 26'' E.$

Abridged description.—Lt. F., Red, vis. 5 m.

Details:

Character.—A fixed red light.

Visibility.—5 miles.

Structure.—White framework pillar.

(2) **Rach Kai Gau Entrance.**

Position.—On the point at the southern side of the river entrance.

Lat. $10^{\circ} 28' 40'' N.$, long. $106^{\circ} 56' 22'' E.$

Abridged description.—Lt. F., Green, vis. 4 m.

Details:

Character.—A fixed green light.

Visibility.—4 miles.

Structure.—White framework pillar.

(3) **Kangio Bank Light.**

Position.—Lat. $10^{\circ} 24' N.$, long. $107^{\circ} 00' E.$

Details.—The light is visible from 122° , through south, to 332° .

Charts affected.—No. 1016, Saigon or Don nai river.

„ 1261, Saigon river to Kam ranh bay.

Publications.—List of Lights, Part VI, 1920, Nos. 1406a, 1409, 1410a.

China Sea Pilot, Vol. III, 1912, pages 191, 193.

Authority.—Paris Notice No. 476 of 1920 and H.B.M. Consul, Saigon.

(H. 1745/20.)

BORNEO, EAST COAST.

River Mahakan (Kutei) Entrances—Alterations in Positions of Light-Buoy and Pilot Light Vessel.

No. 183 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 819 of 1920), are republished:—

New positions.—(a) Pilot light-vessel:

At the entrance to Muara Bekapai, in the position formerly occupied by the red and black horizontally striped light-buoy with occulting white light.

Lat. $0^{\circ} 56\frac{1}{2}'$ S., long. $117^{\circ} 32'$ E.

(b) Light-buoy:

At the entrance to Muara Jawa, in the position formerly occupied by the pilot light-vessel with fixed white light.

Lat. $1^{\circ} 00'$ S., long. $117^{\circ} 11\frac{1}{2}'$ E.

Remarks.—The positions of the pilot light-vessel and light-buoy have been exchanged. Their characteristics are unaltered.

Charts affected.—No. 2662, Plan of River Mahakan.

“ 2636, North part of the Strait of Makassar.

“ 941b, Eastern Archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1920, No. 1063.

Eastern Archipelago Pilot, Part II, 1913, pages 367, 368.

Authority.—Hague Notice No. 1034 of 1920. (H. 3202/20.)

CHINA SEA—GULF OF SIAM.

Ban Yao River Entrance—Light established.

No. 184 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 833 of 1920), are republished:—

Position.—On the north-western part of Koh Chik island.

Lat. $12^{\circ} 17' 45''$ N., long. $102^{\circ} 13' 00''$ E.

Abridged description.—(U) Lt. F., Red, 52 ft., vis. 6 m.

Details:

Character.—A fixed red light.

Elevation.—52 feet.

Visibility.—6 miles. from 22° through east to the land.

Structure.—White iron structure, 49 feet in height.

Note.—The light is unwatched.

Charts affected.—No. 2721, Cape Liant to Koh Kut, with plan.

Publications.—List of Lights, Part VI, 1920, No. 1376.

China Sea Pilot, Vol. III, 1912, page 158.

Authority.—Bangkok Notice No. 4 of 1920. (H. 3062/20.)

CHINA SEA—GULF OF SIAM.

Rayong Light—Alteration in Characteristics.

No. 185 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 834 of 1920), are republished:—

Position.—Lat. $12^{\circ} 39\frac{1}{2}'$ N., long. $101^{\circ} 14\frac{1}{2}'$ E.

New abridged description.—Lt. F., *Red*, 46 ft., vis. 6 m. (U).

Alteration.—The occasional light has been replaced by a light having the undermentioned characteristics:—

Character.—A *fixed red* light.

Elevation.—46 feet.

Visibility.—6 miles.

Structure.—White wooden structure, 36 feet in height.

Remarks.—The light is unwatched.

Chart affected.—No. 2721, Cape Liant to Koh Kut.

Publications.—List of Lights, Part VI, 1920, No. 1370.

China Sea Pilot, Vol. III, 1912, page 162.

Authority.—Bangkok Notice No. 3 of 1920. (H. 3061/20.)

CHINA SEA—GULF OF SIAM.

Singora Light—Alteration in Character.

No. 186 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 835 of 1920), are republished:—

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{2}'$ E.

New abridged description.—Lt. F., 352 ft., vis. 10 m.

Alteration.—The character of the light has been altered from occulting to *fixed white*.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.
" 2414, Gulf of Siam.

Publications.—List of Lights, Part VI., 1920, No. 1352.
China Pilot, Vol. III., 1912, page 123; Supplement No. 4, 1919.

Authority.—Bangkok Notice No. 1 of 1920. (H. 3060/20.)

JAPAN—HOKUSHŪ, SOUTH COAST.

Chikyu Misaki—Light established.

No. 187 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 836 of 1920), are republished:—

Position.—Lat. $42^{\circ} 18' 07''$ N., long. $140^{\circ} 59' 46''$ E.

Abridged description.—Lt. Gp. Fl. (2), ev. 30 sec., 319 ft., vis. 25 m.

Details:

Character.—A *group flashing white* light, showing *two flashes every thirty seconds*, thus:

Two flashes occupying 8 seconds, followed by an eclipse of 22 seconds.

Elevation.—319 feet.

Visibility.—25 miles.

Power.—90,000 candles.

Structure.—White octagonal concrete tower, 40 feet in height.

Charts affected.—No. 3507, Mororan ko.

„ 3591, Iburi wan or Uchiura wan.

„ 452, Hokushū island.

„ 2405, The Kuril islands.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI., 1920, No. 2100.

Japan Pilot, 1914, page 751.

Authority.—Tokyo Notice No. 476 of 1920. (H. 3146 20.)

AUSTRALIA—EAST COAST.

Crowdy Head Light—Intended alteration in Characteristics. Signal station to be discontinued.

No. 188 (first publication).

Subject.—The Fixed White Light with Red Sector on Crowdy Head will be replaced by a Group Flashing White Light with Red Sector (U), and, further, that the signal station will be discontinued, on or about 1st September, 1920.

Position.—Lat. $31^{\circ} 51'$ S., long. $152^{\circ} 46'$ E. on Chart No. 1024.

Details.—The Fixed White Light with Red Sector will be replaced by a New Light having the under-mentioned characteristics ;—

Character.—Group Flashing White Light, with Red Sector, showing two flashes in quick succession every six seconds thus ;

Flash	Eclipse	Flash	Eclipse
$\frac{1}{4}$ sec	1 sec	$\frac{1}{3}$ sec	$4\frac{1}{2}$ secs.

Visibility.—White, 12 miles. Red, 6 miles.

Power.—White 1500 candles. Red, 600 candles.

Remarks.—The light will be unwatched.

The signal station will be discontinued and the Lightkeeper withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1024, Port Stephens to Tacking Point with plan of Crowdy Head.

„ 3622, Port Jackson to Cape Byron.

„ 2759b, Australia, Southern portion.

Publications.—List of Lights and Time Signals, Part VI., 1920, No. 2573.

Australia Pilot, Vol. III, 1916, page 73.

Authority.—Melbourne Notice No. 9 of 1920.

AUSTRALIA—MOVEMENTS OF SUBMARINES.

No. 189 (first publication).—The following information is published by request of the Naval Board, Melbourne :—

- (1) The vessel escorting Submarines on passage will fly "M" (International) at the masthead, accompanied by a group from the numeral table in the International Code of Signals, indicating the number of Submarines in company.
- (2) When Submarines are exercising diving and torpedo firing in Port Phillip either a Submarine on the surface or the surface vessel taking part in these exercises will fly a large red flag at masthead.

Authority.—Melbourne Notice No. 10 of 1920.

SOUTH AUSTRALIA—SPENCER GULF.

Franklin harbour—Light established.

No. 190 (first publication).—The President of the Marine Board, Adelaide, has given Notice (No. 1 of 1920) that on and after the night of April 12th, 1920, a fixed white light will be exhibited so as to act as a back lead to the navigation light at sea end of jetty. It will be carried on a pole attached to the side of old jetty, distant about 1,350 ft. behind the navigation light and with its focal plane 8 ft. above it. When in line with the navigation light it will indicate the centre of the dredged channel approaching the jetty, the bearing of lights in line being 316° (N. $48\frac{1}{4}^{\circ}$ W. mag.).

Approximate position.—Lat. $33^{\circ} 41' 14''$ S., long. $136^{\circ} 56'$ E.

Charts affected.—Nos. 785, 2389; also survey of channel dated 1914.

Publications affected.—Australia Directory, chapter IV., page 223; and Australia Pilot, Vol. 1, chapter IV., page 185.

List of Lights, Part VI, 1920, page 307.

SOUTH AUSTRALIA—RIVOLI BAY.

Glen Point—Black perch buoy adrift and not to be replaced.

No. 191 (first publication).—The President of the Marine Board, Adelaide, has given Notice (No. 2 of 1920) that the Black Perch Buoy which has hitherto marked the Eastern Edge of the Reef at Glen Point has got adrift from its moorings, and it is not intended to replace it.

Approximate position.—Lat. $37^{\circ} 30\frac{1}{2}'$ S., long., $140^{\circ} 14'$ E.

Charts affected.—Nos. 1014 and 1062, and plan 1007.

Publications affected.—Australia Directory, 1907, Vol. 1, page 373; and Australia Pilot, 1918, Vol. 1, page 339.

AUSTRALIA—EAST COAST.

Wide Bay Bar—Amended directions for navigation.

No. 192 (first publication).—The Portmaster, Brisbane, has given Notice (No 2 of 1920) of the following amended directions for the navigation of the Bar:—

North Channel.—The square beacons on Hook Point should be kept open twice their own width to the northward until the Inskip lead opens once and a-half the width of the beacons to the westward. Then haul up gradually, bringing the Inskip beacons into line before passing the red buoy off Hook Point. Then proceed as formerly directed. A depth of 12 feet at L.W.O.S.T. will be obtained.

South Channel.—The triangular beacons on Hook Point should be kept open six or seven times their own width to the northward until the Inskip lead comes into line. Then proceed as formerly directed. A depth of 9 feet (at present), at L.W.O.S.T. will be obtained.

Charts affected.—Nos. 1030, 1068; Australia Directory, Vol. II.

The 21st June 1920.

PERSIAN GULF.

Henjam Sound—Further details regarding the Buoy.

No. 167 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1920), are republished:—

Former Notice.—No. 24M., of 1920. (*This office No. 80 of 1920.*)

Position.—At a distance of about $5\frac{1}{2}$ cables 196° (S. 14° W. Mag.) from Ras Khargu ▲

Lat. $26^{\circ} 41'$ N.

Long. $55^{\circ} 55\frac{1}{4}'$ E.

Details.—The light on the above buoy will cease to be exhibited on July 1st, 1920, and the buoy itself will be replaced by an unlighted conical buoy, painted black, in September 1920.

Variation.— 2° E.

Charts affected.—No. 3599, Plan of Henjam sound.

„ 753, Entrance of the Persian gulf.

Publications.—Persian Gulf Pilot, 1915, page 208.

Indian List of lights, 38th issue, 1919, No. 39.

Authority.—The Commanding Officer, R. I. M. S. *Nearchus*.

PERSIAN GULF—CAPE JASKH.

New light established—Old light discontinued.

No. 168 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 78M. of 1920), are republished:—

Date of exhibition 1st July 1920.

New light established—

(a) **Position**—At a distance of about $3\frac{1}{2}$ cables 278° (N. 84° W. Mag.) from the beacon on Cape Jaskh.

Lat. $25^{\circ} 38' 15''$ N.

Long. $57^{\circ} 45' 29''$ E.

Abridged description.—Lt. Gp. Fl. ev. 10 sec. vis. 7 M.

Character.—A group flashing white light every 10 seconds, showing two flashes of half a second each, eclipse between flashes $2\frac{1}{2}$ seconds, between groups $6\frac{1}{2}$ seconds.

Visibility.—7 miles.

Elevation.—37 feet.

Structure.—A small square stone house, the northern corner surmounted by a round tower, painted white, which carries the light. The summit of the tower is 23 feet.

Old light discontinued—

Former Notice.—No. 23M. of 1920 (Admiralty No. 735 of 1914). (Calcutta notice No. 79 of 1920.)

(b) *Position*.—On southern tower of telegraph building.

Details.—The fixed light hitherto exhibited from the southern tower of the telegraph buildings will be permanently discontinued from 1st July 1920.

Variation.— $2^{\circ} E.$

Charts affected.—No. 145, Plan of Jaskh bay.

“ 753, Entrance of the Persian gulf.

“ 2837a, Persian gulf, Eastern Sheet.

“ 38, Maskat to Karachi.

Publications.—List of Lights, Part VI, 1920, page 33.

Indian List of Lights, 38th Issue, 1919, page 12.

Persian Gulf Pilot, 1915, page 189.

Authority.—The Commanding Officer, R. I. M. S. *Nearchus*, dated 18th May 1920.

RED SEA—EASTERN SHORE.

Kamaran passage—Beacons erected.

No. 169 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1920), are republished:—

Former Notice.—No. 39-M. of 1920. (*This office No. 113 of 1920.*)

(a) *Position*.—On the site occupied by the telegraph hut on Ras-el-Bayah.

Lat. $15^{\circ} 15\frac{1}{2}' N.$

Long. $42^{\circ} 35\frac{1}{2}' E.$

(b) *Position*.—On the site occupied by the telegraph hut on Ras-el-Yemen.

Lat. $15^{\circ} 16\frac{1}{2}' N.$

Long. $42^{\circ} 34\frac{1}{2}' E.$

Details.—The above beacons which were notified in the former notice quoted as “being erected” have now been completely erected.

Remarks.—A further notice, giving full particulars of the beacons erected, will be issued.

Charts affected.—No. 543, Kamaran passage.

“ 143, Jebel Teir to Perim island.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 362.

Authority.—The Port Officer, Aden, dated 18th May 1920.

PERSIAN GULF—HENJAM SOUND.

Ras al Mashia—New light established.

No. 170 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1920), are republished:—

Position.—At a distance of about $3\frac{1}{2}$ cables, 3° from the old light on the telegraph building.

Lat. $26^{\circ} 41' 30'' N.$

Long. $55^{\circ} 53' 31'' E.$

Abridged description.—Lt. F. Red. 26 feet. vis. 6 m.

Character.—A fixed red light.

Elevation.—26 feet.

Visibility.—6 miles.

Construction.—An iron pillar imposed on a concrete plinth, surmounted by the lantern and gallery, the whole is painted white.

Remarks.—A further notice will be given when the old fixed white light on the telegraph building has been discontinued.

Charts affected.—No. 3599, Henjam sound.

“ 753, Entrance of the Persian gulf.

“ 2837a, Persian Gulf, Eastern Sheet.

Publications.—Persian Gulf Pilot, 1915, page 209.

List of Lights, Part VI, 1920, page 33.

Indian List of Lights, 38th Issue, 1919, page 12.

Authority.—The Commanding Officer, R. I. M. S. “ *Nearchus*.”

PERSIAN GULF.

Abu Shahr or Bushire—Alteration in Character of Outer and Inner Anchorage Light Buoys.

No. 171 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M. of 1920), are republished:—

Outer Anchorage Light Buoy:—

(a) *Position.*—At a distance of about 4 miles and $2\frac{8}{10}$ cables 262° from Residency Flag Staff.

Lat. 28° 58' 32" N.

Long. 50° 44' 52" E.

Inner Anchorage Light Buoy:—

(b) *Position.*—At a distance of about 2 miles and $4\frac{8}{10}$ cables, 307° from Residency Flag Staff.

Lat. 29° 00' 36" N.

Long. 50° 47' 26" E.

Alteration.—The lights on these light buoys are flashing white and flashing red, respectively, and not the occulting white and occulting red as now shown in the Admiralty publications.

Chart affected.—No. 27, Abu Shahr or Bushire.

Publications.—Persian Gulf Pilot, 1915, page 261-264.

Indian List of Lights, 38th Issue, 1919, Nos. 34, 35.

Authority.—The Commanding Officer, R. I. M. S. “ *Nearchus*”, dated 25th May 1920.

PERSIAN GULF.

Shatt-al-Arab—Correct position of Fairway Light-Buoy.

No. 172 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1920), are republished:—

Former Admiralty Notice.—No. 1705 of 1919. (Calcutta No. 186 of 1919.)

Details.—The correct position of the Fairway Light-Buoy is as follows.

Position.—At a distance of about 3 cables, 321° , from the former charted position and at a distance of about $2\frac{1}{2}$ miles, 141° , from the Tidal Semaphore.

Lat. $29^{\circ} 48' 09''$ N.

Long. $48^{\circ} 44' 40''$ E.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publications.—Persian Gulf Pilot, 1915, page 281.

Indian List of Lights, 38th Issue, 1919, No. 27.

Authority.—The Commanding Officer, R. I. M. S. "Nearchus", dated 26th May 1920.

INDIA—WEST COAST.

Goa-Mandovi river entrance—Annual extinction of leading lights.

No. 173 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M of 1920), are republished:—

Subject.—The Captain of the Ports for Portuguese India has notified that the light houses of Campal, Malim, Reis-Magos, Verem and Marca Tejo will not be lighted from the 15th June to 15th August 1920, owing to the impracticability of the bar for navigation during the South-West Monsoon.

Charts temporarily affected.—No. 492, Aguada to St. George island.
" 740, Achra river to Cape Ramas.

Authority.—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

INDIA, WEST COAST—KATHIAWAR COAST.

Diu Harbour—Annual extinction of leading lights.

No. 174 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1920), are republished:—

Subject.—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Cauraca, Forte de Limbor and Forte de Borrá at Brancavara will cease to be lighted from 15th June to 31st August 1920.

Chart temporarily affected.—No. 50, Diu head to Goapnath point.

Authority.—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

INDIA—WEST COAST.

Rajpuri Point—“Whale Reef” buoy temporarily removed.

No. 175 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1920), are republished:—

*Position (approximate)—Lat. 18° 17' 00" N.
Long. 72° 54' 50" E.*

Details—The Dewan of Janjira notifies that the red conical buoy, moored northward of Whale reef, off Rajpuri point, was removed for the South-West Monsoon on the 25th May 1920.

Charts temporarily affected—No. 400, Janjira harbour.

“ 738, Kundari Island to Boria pagoda.

Authority—The Collector and Political Agent, Kolaba, dated Alibag, 1st June 1920.

INDIA—WEST COAST.

Malvan Bay—Red Light-Boat temporarily removed.

No. 176 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87 M. of 1920), are republished:—

*Position (approximate)—Lat. 16° 02' 55" N.
Long. 73° 27' 45" E.*

Details—The red light-boat, exhibiting a red fixed light on the south eastward of the rock marked by a perch, was removed from her position on the 31st May 1920.

*Charts temporarily affected—No. 902, Malvan to Vengurla.
“ 740, Achra river to Cape Ramas.*

Authority—The Commissioner of Customs, Salt and Excise, Camp via Bombay, 2nd June 1920.

INDIA, EAST COAST—BAY OF BENGAL.

Madras harbour, southern breakwater—Temporary light re-exhibited.

No. 177 (second publication).—

Former Notice—No. 333 of 1919.

Subject—The temporary fixed red light at the end of the north arm of the southern breakwater has been re-exhibited.

Position—Lat 13° 06' N., long. 80° 18' E.

Visibility—3 miles.

*Charts affected—No. 575, Madras to Ramapatnam, with plan.
“ 71, Madras to Calimere point.*

*Publications—List of lights, Part VI, 1920, No. 562.
Bay of Bengal Pilot 1910, page 218; Revised Supplement (3) 1918.*

Authority—Madras Notice to Mariners No. 23 of 1920.

The 14th June 1920.

GULF OF ADEN.

Telegraph Cable Buoys withdrawn.

No. 159 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 730 of 1920), are republished:—

Former Notice.—No. 546 of 1920 (*this office No. 110 of 1920*) is hereby cancelled.

Position.—Lat. $12^{\circ} 57'$ N., long. $47^{\circ} 59'$ E.

Details.—Notice is given that the two unlit cable buoys, in connection with the new Aden and Bombay cable, which were temporarily established in approximately the above position, have now been withdrawn.

Charts which were temporarily affected.—No. 6b, Gulf of Aden—western portion.

.. 1012, Arabian sea.

.. 597, Delagoa bay to Cape Guardafui.

Authority.—The Eastern Telegraph Company. (*H. 3011-20.*)

KOREA, EAST COAST.

Won San Chin (Gensan Bay)—Alterations in Lighting.

No. 160 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 760 of 1920), are republished:—

1. Light established on new breakwater:

Position.—On western extremity of new breakwater, which extends westward from Chotoku to, and at a distance of $2\frac{1}{6}$ cables, 281° , from Chotoku to lighthouse.

Chotoku to, lat. $39^{\circ} 10\frac{1}{4}'$ N., long. $127^{\circ} 26\frac{1}{4}'$ E.

Abridged description—Lt. Fl., ev. 3 sec., 31 ft. vis. 11 m. (U).

Characteristics:

Character.—A *flashing white light every three seconds.*

Elevation.—31 feet.

Visibility.—11 miles.

Structure.—White square iron tower, 24 feet in height.

Note.—The light is unwatched.

Remarks.—The new breakwater above referred to, and mentioned in the Supplement to the Sailing Directions, has been completed.

2. Alteration in characteristics of light:

Position.—On eastern extremity of western breakwater.

New abridged description.—Lt. Fl., *Red*, ev. 3 sec. 31 ft. vis. 8 m. (U).

Details.—The *flashing white light* has been replaced by a light having the undermentioned characteristics:—

Character.—A *flashing red light every three seconds.*

Elevation.—31 feet.

Visibility.—8 miles.

Structure.—Red square iron tower.

Note.—The light is unwatched.

Remarks.—The note with regard to the harbour works in progress formerly marked by a light-buoy, is to be expunged from the chart.

Chart affected.—No. 54, Port Lazaref and Yung hing bay, with plan.

Publications.—List of Lights, Part VI, 1920, No. 1799a, 1800.
E. O. Korea, etc., Pilot, 1913, pages 104, 105; Supplement No. 4, 1919.

Authority.—Tokyo Notice No. 12 of 1920 and Chosen Notice No. 34 of 1920. (H. 2657 & 2829-20).

CHINA, SOUTH-EAST COAST—CANTON RIVER.

Collinson Reach Barrier—Fog-Signal re-established.

No. 161 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 761 of 1920), are re-published:—

Position.—At the light-station on the north side of the northern opening.

Lat. $23^{\circ} 04' N.$, long. $113^{\circ} 27' E.$

Description.—A bell sounding one stroke every six seconds.

Chart affected.—No. 1742, Chu kiang or Canton River—sheet IV.

Publications.—List of Lights, Part VI, 1920, No. 1500.

China Sea Pilot, Vol. III, 1912, page 459.

Authority.—Shanghai Notice No. 556 of 16th February 1920. (H. 2505-20).

SUMATRA, WEST COAST—MENBAWI ISLANDS.

North and South Pagi Islands—Discoloured Water reported eastward of.

No. 162 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 770 of 1920), are re-published:—

(1) *Position.*—At a distance of about 4 miles eastward from the northern extremity of North Pagi island.

Lat. $2^{\circ} 31' 30'' S.$, long. $100^{\circ} 05' 00'' E.$

(2) *Position.*—At a distance of about $4\frac{1}{2}$ miles eastward from Simapopo, on the east coast of South Pagi island.

Lat. $2^{\circ} 54' 00'' S.$, long. $100^{\circ} 26' 00'' E.$

Details.—Patches of light green water were observed in the above positions by H.M.S. *Ophir*.

Note.—These positions on the chart are to be surrounded by danger lines and marked "Discoloured water reported (1920)."

Chart affected.—No. 2761, Chingkuuk bay to the Strait of Sunda.

Publication.—China Sea Pilot, Vol. I, 1916, pages 462, 465.

Authority.—H.M.S. *Ophir* Remark Book. (H. 1621-19.)

INDIA, WEST COAST

Telegraph Cable Buoys withdrawn.

No. 163 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 781 of 1920), are republished:—

Former Notice.—No. 547 of 1920 (this office Nos. 111 and 128 of 1920) is hereby cancelled.

Position.—Lat. $18^{\circ} 06'$ N., long. $71^{\circ} 38'$ E

Details.—Notice is given that the two unlit cable buoys, in connection with the new Aden and Bombay cable, which were temporarily established in approximately the above position, have now been withdrawn.

Charts which were temporarily affected.—No. 2736, Gulf of Kutch to Vizianagram.

„ 826, Karachi to Vengurla.

„ 1012, Arabian sea.

Authority.—Eastern Telegraph Company. (H. 3011-20.)

SOUTH AFRICA—ALGOA BAY.

Port Elizabeth—Area for Mooring and Anchoring Lighters; Position of Mooring-Buoy.

No. 164 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 784 of 1920), are republished:—

(1) Area for lighters:

Position.—North jetty light, lat. $33^{\circ} 57\frac{1}{4}'$ S., long. $25^{\circ} 38'$ E.

Details.—Lighters are moored and anchored between the land and a line drawn in a 43° direction from the light at the outer extremity of the North jetty, for a distance of $5\frac{1}{2}$ cables, and thence in a 304° direction to the shore.

Remarks.—The outer limits are to be indicated by pecked lines and the note "Moorings and Anchorage for Lighters" is to be placed on the chart in this area.

(2) Mooring-buoy:

Position.—At a distance of $4\frac{1}{2}$ cables, 43° , from the light at the outer end of the North jetty.

Description.—A small mooring-buoy.

Remarks.—This mooring-buoy is for the use of the water boat.

Chart affected.—No. 641, Port Elizabeth, with plan.

Publication.—Africa Pilot, Part III, 1915, page 121.

Authority.—H.M.S. Lowestoft, Hydrographic Note No. 4 of 1920.

(H. 2894-20.)

NEW GUINEA, SOUTH COAST—GREAT NORTH-EAST CHANNEL.

Fly River Approaches—Caution with regard to Tidal Streams.

No. 165 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 786 of 1920), are republished:—

Position.—Bramble cay, lat. $9^{\circ} 08'$ S., long. $143^{\circ} 52'$ E.

Caution.—The following cautionary note is to be placed on the charts midway between Bramble cay and Parama or Bampton island:—

“CAUTION.”

“Owing to the proximity of Fly River the Tidal Streams are very strong and irregular, especially in the N. W. Monsoon season and at the change of seasons.”

Charts affected.—No. 2423, Boigu island to Cape Blackwood.

“ 2422, Torres strait—north-east and east entrances.

Publication.—Australia Pilot, Vol. III, 1916, pages 194, 200.

Authority.—H.M.A. Chart Depôt, Garden Island, Hydrographic Note No. 2 of 1920. (H. 2958-20.)

INDIA, WEST COAST—BOMBAY HARBOUR.

Directions for steam vessels entering the port of Bombay.

No. 168 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 75M. of 1920), are republished:—

Steam vessels of any draft entering Bombay Harbour either by day or night should experience no difficulties although the Pilot Schooner has been brought in from her original station and is now anchored off Sunk Rock, they should attempt always to make the Bombay Floating Light moored in the fairway (Lat. 18° 50' N., Long. 72° 44' 30" E.), thence steer a course to bring Prongs Reef Buoy in transit with Sunk Rock at a distance of not less than one mile, then the course should be altered direct for the Pilot Schooner or one mile east of Sunk Rock. During the Monsoon when the weather may be such as to make it difficult for the Mariner to distinguish the more conspicuous marks or during the cold weather months when great smoke haze lies over the town and surrounding country, the best time to make the Port is an hour before sunrise, the lights then being visible will enable the Mariner to obtain an accurate position, and it should be remembered that the Light Vessel is fitted with a submarine bell, also that both Prongs Reef and Thull Shoal are marked by Gas Buoys.

2. Pilotage is compulsory: no vessel is allowed to proceed north of Sunk Rock; Naval Ships, Royal Indian Marine Ships and other Government Vessels being exempted. All vessels making the Port should show their nationality and name to Prongs Light House as soon as possible on which Light House a Watch is kept night and day.

Charts affected.—No. 655, Port of Bombay.

“ 2621, Bombay Harbour.

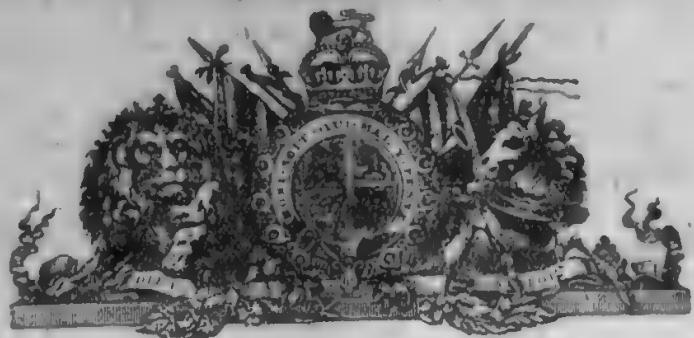
“ 737, Arnala Island to Kundari island.

Publication.—West Coast of India Pilot, 1909, page 215.

Authority.—The Port Officer, Bombay, dated 26th May 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JULY 14, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, the 5th July 1920.

MADAGASCAR, NORTH-EAST COAST.

Vohemar Bay—Leading Lights and Light established.

No. 193 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 851 of 1920), are republished:—

(1) Leading lights:

(a) Front light:

Position.—On the pyramid beacon situated on the northern side of the entrance, at a distance of $3\frac{3}{4}$ cables, 295° , from the signal mast on Vohemar point.

Lat. $13^{\circ} 23\frac{1}{4}'$ S., long. $50^{\circ} 01\frac{1}{4}'$ E.

Abridged description.—Lt. F., Red, vis. 8 m. (occas.).

Characteristics:

Character.—A fixed red light.

Elevation.—16 feet.

Visibility.—8 miles.

Structure.—Pyramidal beacon, painted in black and white horizontal bands.

Remarks.—This light is only shown when requested or when a ship is expected.

(b) Rear light:

Position.—At a distance of $18\frac{1}{2}$ cables, 260° , from front light.

Abridged description.—Lt. F., vis. 12 m.

Characteristics:

Character.—A *fixed white* light.

Visibility.—12 miles.

Structure.—Pyramidal beacon, 20 feet high, painted in black and white horizontal bands.

Remarks.—This beacon is incorrectly shown about one cable southward of the above position on chart No. 69, which is to be corrected accordingly.

(2) Light:

Position.—On Vohemar point, at a distance of 2 cables, 236° , from the signal mast.

Abridged description.—Lt. F., *Gri. (occas.)*.

Characteristics:

Character.—A *fixed green* light.

Structure.—Lamp post.

Remarks.—This light is only shown when requested or when a ship is expected.

Charts affected.—No. 679, Plan of Vohemar bay.

„ 758, Cape St. Andrew to Antongil bay.

Publications.—List of Lights, Part VI, 1920, Nos. 189a, 190, 191; South Indian Ocean Pilot, 1911, page 256; Supplement No. 5, 1919.

Authority.—Journal Officiel de Madagascar. (H. 291-20.)

BAY OF BENGAL—EAST COAST—MALAY PENINSULA.

Malacca Strait entrance—Wreckage reported.

No. 194 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine Bombay, in Notice to Mariners (No. 88M. of 1920), are republished:—

Details.—The Master of SS. "Upada" reports that he passed a floating spar, apparently attached to a wreck, projecting about 15 feet above water in the following position:—

Position.—Lat. $6^{\circ} 41\frac{1}{4}'$ N.

Long. $98^{\circ} 03'$ E.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 842, Sayer Island to Langkawi Island.

„ 830, Bassein River to Pulo Penang.

„ 70, Bay of Bengal.

Authority.—The Port Officer, Bombay, dated 8th June 1920.

RED SEA—EASTERN SHORE.

Kamaran Passage—Further information with regard to beacons.

No. 195 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1920), are republished:—

Former Notice.—No. 79M. of 1920. (*This office No. 169 of 1920.*)

Beacons established:—

(a) *Position.*—On the sites occupied by the Telegraph huts on Ras-el-Bayahd and Ras-el-Yemmen respectively.

Details.—Two steel lattice work beacons each 26 feet high and painted red have been erected respectively in the above positions.

Beacon no longer exists:—

(b) *Position.*—At a distance of about 5½ cables 279° from Ras-el-Yemmen.

Details.—The beacon 25 feet in height, situated in the above position, does not exist and should be expunged from the Admiralty charts.

Remarks.—This beacon is not shewn in the latest edition of the Admiralty Chart No. 543.

Charts affected.—No. 543, Kamaran Passage.

“ 143, Jebel Teir to Perim Island.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, pages 362, 366.

Authority.—The Port Officer, Aden, dated 31st May 1920.

INDIA—WEST COAST.

Kathiawar Coast—Drelict reported.

No. 196 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1920), are republished:—

Details.—The Master of SS. “Pentakota” reports having passed an abandoned Dhow in the following position:—

• *Position.*—Lat. 20° 28' N.

Long. 68° 30' E.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 1420, Dwarka Point to Diu Head.

“ 2736, Gulf of Kutch to Vizianagaram.

“ 826, Karachi to Vengurla.

Authority.—Navy Wireless, Bombay, dated 14th June 1920.

The 28th June 1920.

JAPAN, INLAND SEA—HIROSHIMA WAN.

(1) *Nakano Se Light—Alteration in Characteristics.*

(2) *Yakata Ishi Light—Alteration in Character.*

No. 178 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 814 of 1920), are republished:—

(1) **Nakano Se Light.**

Position.—Lat. 34° 16½' N., long. 132° 22½' E.

New abridged description.—Lt. Fl., ev. 4 sec., 34 ft., vis. 10 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—A *flashing white light every four seconds.*

Visibility.—10 miles.

Power.—120 candles.

Remarks.—The light is unwatched. The other characteristics of the light remain unchanged.

(2) Yakata Ishi Light.

Position.—Lat. $34^{\circ} 17\frac{1}{2}'$ N., long. $132^{\circ} 28\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., *Red, ev. 4 sec., 19 ft., vis. 8 m. (U).*

Alteration.—The character of the light has been altered from fixed white to *flashing red every four seconds.*

Remarks.—The light is unwatched; in other respects the light is unaltered.

Charts affected.—No. 3469, Hiroshima wan.

“ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, Nos. 1954, 1956.

Japan Pilot, 1914, pages 380, 382, 383.

Authority.—Tokyo Notices, Nos. 403 and 409 of 1920. (H. 3134 & 3145/20.)

KOREA, EAST COAST—URUSAN HARBOUR, SOUTHERN APPROACH.

Kanjari Kutsu—Light established.

No. 179 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 815 of 1920), are republished:—

Position.—Lat. $35^{\circ} 21' 35''$ N., long. $129^{\circ} 21' 40''$ E.

Abridged description.—Lt. Gp. Fl. (2), *ev. 6 sec., 84 ft., vis. 12 m. (U).*

Characteristics:

Character.—A *group flashing white light, showing two flashes every six seconds.*

The two flashes occupy one and a half seconds, after which the light is eclipsed for four and a half seconds.

Elevation.—84 feet.

Visibility.—12 miles.

Structure.—White circular tower, 24 feet in height.

Note.—The light is unwatched.

Charts affected.—No. 3666, Fusun harbour to Chukupen bay.

“ 3480, Shantung promontory to Nagasaki.

“ 2347, Honshū, Kiusiu, and Shikoku, etc.

Publications.—List of Lights, Part VI, 1920, No. 1789.

E. C. Korea, etc., Pilot, 1913, page 93.

Authority.—Chosep Notice No. 61 of 1920. (H. 3176/20.)

JAPAN—INLAND SEA.

Nenashi Sho Light—Alteration in Characteristics.

No. 180 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 816 of 1920), are republished:—

Position.—Lat. $33^{\circ} 56\frac{1}{2}'$ N., long. $132^{\circ} 29\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., *Red ev. 3 sec., 46 ft., vis. 10 m. (U).*

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—A *flashing red light every three seconds.*

Visibility.—10 miles.

Power.—100 candles.

Remarks.—The light is unwatched. The other characteristics of the light remain unchanged.

Charts affected.—No. 3154, Ominase to Gogo shima.

“ 3469, Hiroshima wan.

“ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1947.

Japan Pilot, 1914, page 371.

Authority.—Tokyo Notice No. 356 of 1920. (H. 3133/20.)

SOUTH AUSTRALIA.

Gulf of St. Vincent—Magnetic Disturbance.

No. 181 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 817 of 1920), are republished:—

Position.—Cape Jervis, lat. $35^{\circ} 37' S.$, long. $138^{\circ} 06' E.$

Details.—A strong magnetic disturbance, causing the compass needle to swing about 6 points, was experienced on 12th March 1920 in the Gulf of St. Vincent, between Cape Jervis and the parallel of latitude $35^{\circ} 00' S.$

The disturbance occurred in the evening and lasted for about $2\frac{1}{2}$ hours.

Charts temporarily affected.—No. 2389, St. Vincent and Spencer gulfs.

“ 2759b, Australia—southern portion.

Publication.—Australia Pilot, Part I, 1918, page 284.

Authority.—H.M.A. Chart Depôt, Garden Island, Hydrographic Note No. 4 of 1920. (H. 2961/20.)

COCHIN CHINA, SAIGON RIVER ENTRANCE.

(1) *Point Ganh Rai*—Light established.

(2) *Rach Kai Gau* entrance—Light established.

(3) *Kangio bank* light—Arc of visibility.

No. 182 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 818 of 1920), are republished:—

(1) Point Ganh Rai.

Position.—On the extremity of the westernmost of the two points at the northern end of Nui Ganh Rai.

Lat. $10^{\circ} 23' 19'' N.$, long. $107^{\circ} 03' 26'' E.$

Abridged description—Lt. F., Red, vis. 5 m.

Details:

Character.—A *fixed red light.*

Visibility.—5 miles.

Structure.—White framework pillar.

(2) **Rach Kai Gau Entrance.**

Position.—On the point at the southern side of the river entrance.

Lat. $10^{\circ} 28' 40''$ N., long. $106^{\circ} 56' 22''$ E.

Abridged description.—Lt. F., *Green*, vis. 4 m.

Details:

Character.—A *fixed green light*.

Visibility.—4 miles.

Structure.—White framework pillar.

(3) **Kanglo Bank Light.**

Position.—Lat. $10^{\circ} 24\frac{1}{2}'$ N., long. $107^{\circ} 00\frac{1}{2}'$ E.

Details.—The light is visible from 122° , through south, to 332° .

Charts affected.—No. 1016, Saigon or Don nai river.

“ 1261, Saigon river to Kam ranh bay.

Publications.—List of Lights, Part VI, 1920, Nos. 1406a, 1409, 1410a.

China Sea Pilot, Vol. III, 1912, pages 191, 193.

Authority.—Paris Notice No. 476 of 1920 and H.B.M. Consul, Saigon.

(H. 1745/20.)

BORNEO, EAST COAST.**River Mahakan (Kutei) Entrances—Alterations in Positions of Light-Buoy and Pilot Light Vessel.**

No. 183 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 819 of 1920), are republished:—

New positions.—(a) **Pilot light-vessel**:

At the entrance to Muara Bekapai, in the position formerly occupied by the red and black horizontally striped light-buoy with occulting white light.

Lat. $0^{\circ} 56\frac{1}{2}'$ S., long. $117^{\circ} 32'$ E.

(b) **Light-buoy**:

At the entrance to Muara Jawa, in the position formerly occupied by the pilot light-vessel with fixed white light.

Lat. $1^{\circ} 00'$ S., long. $117^{\circ} 11\frac{1}{2}'$ E.

Remarks.—The positions of the pilot light-vessel and light-buoy have been exchanged. Their characteristics are unaltered.

Charts affected.—No. 2662, Plan of River Mahakan.

“ 2636, North part of the Strait of Makassar.

“ 941b, Eastern Archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1920, No. 1063.

Eastern Archipelago Pilot, Part II, 1913, pages 367, 368.

Authority.—Hague Notice No. 1034 of 1920. (H. 3202/20.)

CHINA SEA—GULF OF SIAM.**Ban Yao River Entrance—Light established.**

No. 184 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 833 of 1920), are republished:—

Position.—On the north-western part of Koh Chik island.

Lat. $12^{\circ} 17' 45''$ N., long. $102^{\circ} 13' 00''$ E.

Abridged description.—(U) Lt. F., Red, 52 ft., vis. 6 m.

Details :

Character.—A fixed red light.

Elevation.—52 feet.

Visibility.—6 miles from 22° through east to the land.

Structure.—White iron structure, 49 feet in height.

Note.—The light is unwatched.

Charts affected.—No. 2721, Cape Liant to Koh Kut, with plan.

Publications.—List of Lights, Part VI, 1920, No. 1376.

China Sea Pilot, Vol. III, 1912, page 158.

Authority.—Bangkok Notice No. 4 of 1920. (H. 3062/20.)

CHINA SEA—GULF OF SIAM.

Rayong Light—Alteration in Characteristics.

No. 185 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 834 of 1920), are republished :—

Position.—Lat. 12° 39' N., long. 101° 14' E.

New abridged description.—Lt. F., Red, 46 ft., vis. 6 m. (U).

Alteration.—The occasional light has been replaced by a light having the undermentioned characteristics :—

Character.—A fixed red light.

Elevation.—46 feet.

Visibility.—6 miles.

Structure.—White wooden structure, 36 feet in height.

Remarks.—The light is unwatched.

Chart affected.—No. 2721, Cape Liant to Koh Kut.

Publications.—List of Lights, Part VI, 1920, No. 1370.

China Sea Pilot, Vol. III, 1912, page 162.

Authority.—Bangkok Notice No. 3 of 1920. (H. 3061/20.)

CHINA SEA—GULF OF SIAM.

Singora Light—Alteration in Character.

No. 186 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 835 of 1920), are republished :—

Position.—On the summit of Pagoda hill.

Lat. 7° 12' N., long. 100° 35' E.

New abridged description.—Lt. F., 352 ft., vis. 10 m.

Alteration.—The character of the light has been altered from occulting to fixed white.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.

" 2414, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.

China Pilot, Vol. III, 1912, page 123; Supplement No. 4, 1919.

Authority.—Bangkok Notice No. 1 of 1920. (H. 3060/20.)

JAPAN—HOKUSHŪ, SOUTH COAST.

Chikyu Misaki—Light established.

No. 187 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 836 of 1920), are republished:—

Position.—Lat. $42^{\circ} 18' 07''$ N., long. $140^{\circ} 59' 46''$ E.

Abridged description.—Lt. Gp. Fl. (2). ev. 30° sec., 319 ft., vis. 25 m.

Details:

Character.—A group flashing white light, showing two flashes every thirty seconds, thus:

Two flashes occupying 8 seconds, followed by an eclipse of 22 seconds.

Elevation.—319 feet.

Visibility.—25 miles.

Power.—90,000 candles.

Structure.—White octagonal concrete tower, 40 feet in height,

Charts affected.—No. 3507, Mororan ko.

„ 3591, Iburi wan or Uchiura wan.

„ 452, Hokushū island.

„ 2405, The Kuril islands.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI., 1920, No. 2100.

Japan Pilot, 1914, page 751.

Authority.—Tokyo Notice No. 476 of 1920. (H. 3146-20.)

AUSTRALIA—EAST COAST.

Crowdy Head Light—Intended alteration in Characteristics. Signal station to be discontinued.

No. 188 (second publication):

Subject.—The Fixed White Light with Red Sector on Crowdy Head will be replaced by a Group Flashing White Light with Red Sector (U), and, further, that the signal station will be discontinued, on or about 1st September, 1920.

Position.—Lat. $31^{\circ} 51'$ S., long. $152^{\circ} 46'$ E. on Chart No. 1024.

Details.—The Fixed White Light with Red Sector will be replaced by a New Light having the under-mentioned characteristics:—

Character.—Group Flashing White Light, with Red Sector showing two flashes in quick succession every six seconds thus:

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{3}$ sec.	$4\frac{1}{2}$ secs.

Visibility.—White, 12 miles. Red, 6 miles.

Power.—White 1500 candles. Red, 600 candles.

Remarks.—The light will be unwatched.

The signal station will be discontinued and the Lightkeeper withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1024, Port Stephens to Tacking Point with plan of Crowdy Head.

„ 3622, Port Jackson to Cape Byron.

„ 2759b, Australia, Southern portion.

Publications.—List of Lights and Time Signals, Part VI., 1920, No. 2573.

Australia Pilot, Vol. III, 1916, page 73.

Authority.—Melbourne Notice No. 9 of 1920.

AUSTRALIA—MOVEMENTS OF SUBMARINES.

No. 189 (second publication).—The following information is published by request of the Naval Board, Melbourne:—

- (1) The vessel escorting Submarines on passage will fly "M" (International) at the masthead, accompanied by a group from the numeral table in the International Code of Signals, indicating the number of Submarines in company.
- (2) When Submarines are exercising diving and torpedo firing in Port Phillip either a Submarine on the surface or the surface vessel taking part in these exercises will fly a large red flag at masthead.

Authority.—Melbourne Notice No. 10 of 1920.

SOUTH AUSTRALIA—SPENCER GULF.

Franklin harbour—Light established.

No. 190 (second publication).—The President of the Marine Board, Adelaide, has given Notice (No. 1 of 1920) that on and after the night of April 12th, 1920, a fixed white light will be exhibited so as to act as a back lead to the navigation light at sea end of jetty. It will be carried on a pole attached to the side of old jetty, distant about 1,350 ft. behind the navigation light and with its focal plane 8 ft. above it. When in line with the navigation light it will indicate the centre of the dredged channel approaching the jetty, the bearing of lights in line being 316° (N. $48\frac{1}{2}^{\circ}$ W. mag.).

Approximate position.—Lat. $33^{\circ} 41' 14''$ S., long. $136^{\circ} 56' E.$

Charts affected.—Nos. 785, 2389; also survey of channel dated 1914.

Publications affected.—Australia Directory, chapter IV., page 223; and Australia Pilot, Vol. 1, chapter IV., page 185.

List of Lights, Part VI, 1920, page 307.

SOUTH AUSTRALIA—RIVOLI BAY.

Glen Point—Black perch buoy adrift and not to be replaced.

No. 191 (second publication).—The President of the Marine Board, Adelaide, has given Notice (No. 2 of 1920) that the Black Perch Buoy which has hitherto marked the Eastern Edge of the Reef at Glen Point has got adrift from its moorings, and it is not intended to replace it.

Approximate position.—Lat. $37^{\circ} 30' 4''$ S., long. $140^{\circ} 1' E.$

Charts affected.—Nos. 1014 and 1062, and plan 1007.

Publications affected.—Australia Directory, 1907, Vol. 1, page 373; and Australia Pilot, 1918, Vol. 1, page 389.

AUSTRALIA—EAST COAST.

Wide Bay Bar—Amended directions for navigation.

No. 192 (second publication).—The Portmaster, Brisbane, has given Notice (No. 2 of 1920) of the following amended directions for the navigation of the Bar:—

North Channel.—The square beacons on Hook Point should be kept open twice their own width to the northward until the Inskip lead opens once and a-half the width of the beacons to the westward. Then haul up gradually, bringing the Inskip beacons into line before passing the red buoy off Hook Point. Then proceed as formerly directed. A depth of 12 feet at L.W.O.S.T. will be obtained.

South Channel.—The triangular beacons on Hook Point should be kept open six or seven times their own width to the northward until the Inskip lead comes into line. Then proceed as formerly directed. A depth of 9 feet (at present), at L.W.O.S.T. will be obtained.

Charts affected.—Nos. 1030, 1068; Australia Directory, Vol. II.

The 21st June 1920.

PERSIAN GULF.

Henjam Sound—Further details regarding the Buoy.

No. 167 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 77M. of 1920), are republished:—

Former Notice.—No. 24M., of 1920. (*This office No. 80 of 1920.*)

Position.—At a distance of about $5\frac{1}{2}$ cables 196° (S. 14° W. Mag.) from Ras Khargu ▲

Lat. $26^{\circ} 41'$ N.

Long. $55^{\circ} 55\frac{1}{2}'$ E.

Details.—The light on the above buoy will cease to be exhibited on July 1st, 1920, and the buoy itself will be replaced by an unlighted conical buoy, painted black, in September 1920.

Variation.— 2° E.

Charts affected.—No. 3599, Plan of Henjam sound.

" 753, Entrance of the Persian gulf.

Publications.—Persian Gulf Pilot, 1915, page 208.

Indian List of lights, 38th issue, 1919, No. 39.

Authority.—The Commanding Officer, R. I. M. S. *Nearchus*.

PERSIAN GULF—CAPE JASKEH.

New light established—Old light discontinued.

No. 168 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 78M. of 1920), are republished:—

Date of exhibition 1st July 1920.

New light established—

(a) Position—At a distance of about $3\frac{1}{2}$ cables 278° (N. 84° W. Mag.) from the beacon on Cape Jaskh.

Lat. $25^{\circ} 38' 15''$ N.

Long. $57^{\circ} 45' 29''$ E.

Abridged description.—Lt. Gp. Fl. ev. 10 sec. vis. 7 M.

Character.—A group flashing white light every 10 seconds showing two flashes of half a second each, eclipse between flashes $2\frac{1}{2}$ seconds, between groups $6\frac{1}{2}$ seconds.

Visibility.—7 miles.

Elevation.—37 feet.

Structure.—A small square stone house, the northern corner surmounted by a round tower, painted white, which carries the light. The summit of the tower is 23 feet.

Old light discontinued—

Former Notice.—No. 23-M. of 1920 (Admiralty No. 735 of 1914). (Calcutta notice No. 79 of 1920.)

(b) **Position.**—On southern tower of telegraph building.

Details.—The fixed light hitherto exhibited from the southern tower of the telegraph buildings will be permanently discontinued from 1st July 1920.

Variation.— 2° E.

Charts affected.—No. 145, Plan of Jaskh bay.

“ 753, Entrance of the Persian gulf.

“ 2837a, Persian gulf, Eastern Sheet.

“ 38, Maskat to Karachi.

Publications.—List of Lights, Part VI, 1920, page 38.

Indian List of Lights, 38th Issue, 1919, page 12.

Persian Gulf Pilot, 1915, page 189.

Authority.—The Commanding Officer, R. I. M. S. *Nearchus*, dated 18th May 1920.

RED SEA—EASTERN SHORE.

Kamaran passage—Beacons erected.

No. 169 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 79M. of 1920), are republished:—

Former Notice.—No. 39-M. of 1920. (*This office No. 113 of 1920.*)

(a) Position.—On the site occupied by the telegraph hut on Ras-el-Bayah.

Lat. $15^{\circ} 15\frac{1}{4}'$ N.

Long. $42^{\circ} 35\frac{1}{4}'$ E.

(b) Position.—On the site occupied by the telegraph hut on Ras-el-Yemen.

Lat. $15^{\circ} 16\frac{1}{4}'$ N.

Long. $42^{\circ} 34\frac{1}{4}'$ E.

Details.—The above beacons which were notified in the former notice quoted as “being erected” have now been completely erected.

Remarks.—A further notice, giving full particulars of the beacons erected, will be issued.

Charts affected.—No. 543, Kamaran passage.

“ 143, Jebel Teir to Perim island.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, page 362.

Authority.—The Port Officer, Aden, dated 18th May 1920.

PERSIAN GULF—HENJAM SOUND.

Ras al Mashia—New light established.

No. 170 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 81M. of 1920), are republished:—

Position.—At a distance of about $3\frac{1}{2}$ cables, 3° from the old light on the telegraph building.

Lat. $26^{\circ} 41' 30''$ N.

Long. $55^{\circ} 53' 31''$ E.

Abridged description.—Lt. F. Red. 26 feet. vis. 6 m.

Character.—A fixed red light.

Elevation.—26 feet.

Visibility.—6 miles.

Construction.—An iron pillar imposed on a concrete plinth, surrounded by the lantern and gallery, the whole is painted white.

Remarks.—A further notice will be given when the old fixed white light on the telegraph building has been discontinued.

Charts affected.—No. 3599, Hengam sound.

., 753, Entrance of the Persian gulf.

., 2837a, Persian Gulf, Eastern Sheet.

Publications.—Persian Gulf Pilot, 1915, page 209.

List of Lights, Part VI, 1920, page 33.

Indian List of Lights, 38th Issue, 1919, page 12.

Authority.—The Commanding Officer, R. I. M. S. "Nearchus."

PERSIAN GULF.

Abu Shahr or Bushire—Alteration in Character of Outer and Inner Anchorage Light Buoys.

No. 171 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 82M. bf 1920), are republished:—

Outer Anchorage Light Buoy:—

(a) *Position.*—At a distance of about 4 miles and $2\frac{1}{2}$ cables, 262° from Residency Flag Staff.

Lat. $28^{\circ} 58' 32''$ N.

Long. $50^{\circ} 44' 52''$ E.

Inner Anchorage Light Buoy:—

(b) *Position.*—At a distance of about 2 miles and $4\frac{1}{2}$ cables, 307° from Residency Flag Staff.

Lat. $29^{\circ} 0' 36''$ N.

Long. $50^{\circ} 47' 26''$ E.

Alteration.—The lights on these light buoys are flashing white and flashing red, respectively, and not the occulting white and occulting red as now shown in the Admiralty publications.

Chart affected.—No. 27, Abu Shahr or Bushire.

Publications.—Persian Gulf Pilot, 1915, page 261-264.

Indian List of Lights, 38th Issue, 1919, Nos. 34, 35.

Authority.—The Commanding Officer, R. I. M. S. "Nearchus", dated 25th May 1920.

PERSIAN GULF.

Shatt-al-Arab—Correct position of Fairway Light-Buoy.

No. 172 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 83M. of 1920), are republished:—

Former Admiralty Notice.—No. 1705 of 1919. (Calcutta No. 186 of 1919.)

Details.—The correct position of the Fairway Light-Buoy is as follows.

Position.—At a distance of about 3 cables, 321° , from the former charted position and at a distance of about $2\frac{1}{2}$ miles, 141° , from the Tidal Semaphore.

Lat. $29^{\circ} 48' 09''$ N.

Long. $48^{\circ} 44' 40''$ E.

Chart affected.—No. 1235, Mouth of the Euphrates.

Publications.—Persian Gulf Pilot, 1915, page 281.

Indian List of Lights, 38th Issue, 1919, No. 27.

Authority.—The Commanding Officer, R. I. M. S. "Nearchus", dated 26th May 1920.

INDIA—WEST COAST.

G. a-Mandovi river entrance—Annual extinction of leading lights.

No. 173 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 84M. of 1920), are republished:—

Subject.—The Captain of the Ports for Portuguese India has notified that the light houses of Campal, Malim, Reis-Magos, Verem and Marca Tejo will not be lighted from the 15th June to 15th August 1920, owing to the impracticability of the bar for navigation during the South-West Monsoon.

Charts temporarily affected.—No. 492, Aguada to St. George island.
" 740, Achra river to Cape Ramas.

Authority.—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

INDIA, WEST COAST—KATHIAWAR COAST.

Diu Harbour—Annual extinction of leading lights.

No. 174 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 85M. of 1920), are republished:—

Subject.—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Cauraca, Forte de Limbor and Forte de Borra at Brancavara will cease to be lighted from 15th June to 31st August 1920.

Chart temporarily affected.—No. 50, Diu head to Goapnath point.

Authority.—His Britannic Majesty's Consul for Goa, dated 1st June 1920.

INDIA—WEST COAST.

Rajpuri Point—“Whale Reef” buoy temporarily removed.

No. 175 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 86M. of 1920), are republished:—

Position (approximate)—Lat. 18° 17' 00" N.

Long. 72° 54' 50" E.

Details—The Dewan of Janjira notifies that the red conical buoy, moored northward of Whale reef, off Rajpuri point, was removed for the South-West Monsoon on the 25th May 1920.

Charts temporarily affected—No. 400, Janjira harbour.

“ 738, Kundari island to Boria pagoda.

Authority—The Collector and Political Agent, Kolaba, dated Alibag, 1st June 1920.

INDIA—WEST COAST.

Malvan Bay—Red Light-Boat temporarily removed.

No. 176 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 87 M. of 1920), are republished:—

Position (approximate)—Lat. 16° 02' 55" N.

Long. 73° 27' 45" E.

Details—The red light-boat, exhibiting a red fixed light on the south eastward of the rock marked by a perch, was removed from her position on the 31st May 1920.

Charts temporarily affected—No. 902, Malvan to Vengurla.

“ 740, Achra river to Cape Ramas.

Authority—The Commissioner of Customs, Salt and Excise, Camp via Bombay, 2nd June 1920.

INDIA, EAST COAST—BAY OF BENGAL.

Madras harbour, southern breakwater—Temporary light re-exhibited.

No. 177 (third publication).—

Former Notice—No. 333 of 1919.

Subject—The temporary fixed red light at the end of the north arm of the southern breakwater has been re-exhibited.

Position—Lat 13° 06' N., long. 80° 18' E.

Visibility—3 miles.

Charts affected—No. 575, Madras to Ramapatnam, with plan.
“ 71, Madras to Calimere point.

Publications—List of lights, Part VI, 1920, No. 562.

Bay of Bengal Pilot 1910, page 218; Revised Supplement (3) 1918.

Authority—Madras Notice to Mariners No. 23 of 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JULY 28, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, the 12th July 1920.

INDIA—WEST COAST, GULF OF CAMBAY.

Gogha or Goya—Light extinguished.

No. 197 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 93M. of 1920), are republished:—

Position.—Lat. $21^{\circ} 40\frac{1}{2}'$ N.

Long. $72^{\circ} 15\frac{1}{2}'$ E.

Details.—The red fixed light, on the south side of entrance to Gogha or Goya creek, has been damaged by cyclone and will not be exhibited until further notice.

Charts temporarily affected.—No. 1035, Piram Island to Bhavnagar.
" 51, Gulf of Cambay.
" 2736, Gulf of Kutch to Vizadurg.
" 826, Karáchi to Vengurla.
" 1012, Arabian Sea.

Publications.—West Coast of India Pilot, 1909, page 265.
List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

Authority.—The Commissioner of Salt and Excise, Northern Division, Kharaghoda, dated 17th June 1920.

AFRICA—EAST COAST.

Macuti Point—Light re-exhibited.

No. 198 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1920), are republished:—

Former Notice—No. 14-M, and 69-M. of 1920.

Date exhibited.—15th June 1920.

Position.—On the north-eastward of Macuti Point.

Lat. $19^{\circ} 50' S.$
Long. $34^{\circ} 54' E.$

Details.—A white revolving light every twenty-two seconds which was temporarily extinguished, has been re-exhibited.

Remarks.—The particulars of light are the same as described in the Admiralty list of lights.

Charts which were temporarily affected.—No. 1003, Beira Harbour.
" 648, Delagoa Bay to River Zambezi.

Publications.—East Coast of Africa Pilot, Part III, 1915, page 224.
List of Lights, Part VI, 1920, No. 76.

Authority.—The Port Officer Beira, dated 10th May 1920.

INDIA—WEST COAST.

Buoys between Alibag and Bhatkal removed for the South West Monsoon.

No. 199 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1920), are republished:—

Former Notice No. 87-M. of 1920. (*This Office No. 176 of 1920.*)

Details.—The following buoys were removed from their positions for the South West Monsoon on the dates noted against them:—

Alibag Reef Buoy	...	...	15th May 1920.
Bankot Creek Buoy	...	...	22nd May 1920.
Ambalgarh Reef Buoy	...	...	16th May 1920.
Malvan Rock Buoy	...	...	25th May 1920.
Malvan Port Harbour	...	...	31st May 1920.
Malvan Johnston Castle Rock Buoy	...	...	26th May 1920.
Malvan Rajkot Fort Buoy	...	...	24th May 1920.
Chaldea Rock Buoy	...	...	22nd May 1920.
Vengurla Bubra Rock Buoy	...	...	19th May 1920.
Vengurla Harbour Buoy	...	...	20th May 1920.
Bhatkul Rock Buoy	...	...	16th May 1920.
Modeshwar Dart Rock Buoy	...	...	13th May 1920.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, 15th June 1920.

INDIA—WEST COAST.

Bombay Harbour—New Beacon Destroyed.

No. 200 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 99M. of 1920), are republished:—

Position.—At a distance of about $2\frac{1}{2}$ cables 344° from Tucker Beacon.
Lat. $18^{\circ} 56' 16'' N.$
Long. $72^{\circ} 52' 26'' E.$

Details.—The new Beacon, surmounted by a triangle, situated in the above position, has been washed away and will not be re-erected.

Charts affected.—No. 655, Port of Bombay.
" 2621, Bombay Harbour.

Publication.—West Coast of India Pilot, 1909, page 221.

Authority.—The Port Officer, Bombay, dated 24th June 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

Bhaunagar Light-house Destroyed.

No. 201 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1920), are republished:—

Position.—Lat. $21^{\circ} 47' N.$

Long. $72^{\circ} 08' E.$

Details.—The fixed white light (at Rewapuri) which marked the entrance to this creek has been destroyed.

Caution.—Mariners are hereby warned to take more precaution in entering or leaving this port, till a new light is re-erected.

Remarks.—A post will be erected as a temporary measure to indicate the position of the destroyed light-house.

Charts affected.—No. 1035, Piram Island to Bhaunagar.

" 51, Gulf of Cambay.

" 2736, Gulf of Kutch to Vizianagaram.

" 826, Karachi to Vengurla.

" 1012, Arabian Sea.

Publications.—West Coast of India Pilot, 1909, page 267.

List of Lights, Part VI, 1920, No. 365.

Indian List of Lights, 38th issue, 1919, No. 74.

Authority.—The Port Officer, Bhaunagar, dated 16th June 1920.

AUSTRALIA—EAST COAST.

Richmond River lights—Intended alteration in characteristics of main light. Subsidiary light to be discontinued.

No. 202 (first publication).—

Subject.—The fixed white light (main light) on North Head, Richmond River entrance, will be replaced by a group flashing white light (U), and, further, that the subsidiary fixed white light on North Head will be discontinued, on or about 1st October 1920.

Position.—On North Head, Lat. $28^{\circ} 52' S.$, long. $153^{\circ} 37' E.$ on Chart No. 1028.

Details.—The fixed white light (main light) will be replaced by a new light having the undermentioned characteristics:—

Character.—Group flashing white light, showing four flashes in quick succession every twelve seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ secs.

Visibility.—12 miles.

Power.—1,500 candles.

Remarks.—The light will be unwatched.

The subsidiary fixed white light situated 33 yards $123^{\circ} 0' (S. 67^{\circ} E. Mag.)$ from the main light, will be discontinued.

The Lightkeeper will be withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1379, Plan of Richmond River entrance.

“ 1028, Evans Head to Danger Point.

“ 3622, Port Jackson to Cape Byron.

“ 3623, Cape Byron to Lady Elliott Island.

“ 2759b, Australia, Southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2584.

Australia Pilot, Vol. III, 1916, page 85.

Sailing Directions for the Coast of New South Wales, Second Edition, 1920, page 91.

Authority.—Melbourne Notice No. 11 of 1920.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating light-vessel—Temporary alteration in position.

No. 203 (first publication).—

Subject.—The Bombay Floating light-vessel is now moored in the following position and will remain there until weather permits her to be placed in the former position.

Position (approx.).—At a distance of about 2 miles S. 20° W. from the Prongs light-house.

Charts temporarily affected.—No. 2621, Bombay harbour.

“ 737, Arnala island to Kundari island.

“ 2736, Gulf of Kutch to Vizia drug.

“ 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1909, page 215; Revised Supplement (3) 1918.

Authority.—Director, R. I. Marine, Bombay, telegram dated 10th July 1920.

The 5th July 1920.

MADAGASCAR, NORTH-EAST COAST.

Vohemar Bay—Leading Lights and Light established.

No. 193 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 851 of 1920), are republished:—

(1) *Leading lights:*

(a) *Front light:*

Position.—On the pyramid beacon situated on the northern side of the entrance, at a distance of $3\frac{1}{2}$ cables, 295° , from the signal mast on Vohemar point.

Lat. $18^{\circ} 23\frac{1}{2}'$ S., long. $50^{\circ} 01\frac{1}{2}'$ E.

Abridged description.—Lt. F., Red, vis. 8 m. (occas.)

Characteristics:

Character.—A fixed red light.

Elevation.—16 feet.

Visibility.—8 miles.

Structure.—Pyramidal beacon, painted in black and white horizontal bands.

Remarks.—This light is only shown when requested or when a ship is expected.

(b) Rear light :

Position.—At a distance of 18½ cables, 260°, from front light.

Abridged description.—Lt. F., *vis. 12 m.*

Characteristics :

Character.—A *fixed white* light.

Visibility.—12 miles.

Structure.—Pyramidal beacon, 20 feet high, painted in black and white horizontal bands.

Remarks.—This beacon is incorrectly shown about one cable southward of the above position on chart No. 679, which is to be corrected accordingly.

(2) Light :

Position.—On Vohemar point, at a distance of 2 cables, 236°, from the signal mast.

Abridged description.—Lt. F., *Gn. (occas.)*.

Characteristics :

Character.—A *fixed green* light.

Structure.—Lamp post.

Remarks.—This light is only shown when requested or when a ship is expected.

Charts affected.—No. 679, Plan of Vohemar bay.

.. 758, Cape St. Andrew to Antongil bay.

Publications.—List of Lights, Part VI, 1920, Nos. 189a, 190, 191.

South Indian Ocean Pilot, 1911, page 256; Supplement No. 5, 1919.

Authority.—Journal Officiel de Madagascar. (H. 291-20.)

BAY OF BENGAL—EAST COAST—MALAY PENINSULA.

Malacca Strait entrance—Wreckage reported.

No. 194 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1920), are republished:—

Details.—The Master of SS. "Upada" reports that he passed a floating spar, apparently attached to a wreck, projecting about 15 feet above water in the following position:—

Position.—Lat. 6° 41' N.

Long. 98° 03' E.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 842, Sayer Island to Langkawi Island.

.. 830, Bassein River to Pulo Penang.

.. 70, Bay of Bengal.

Authority.—The Port Officer, Bombay, dated 8th June 1920.

RED SEA—EASTERN SHORE.

Kamaran Passage—Further information with regard to beacons.

No. 195 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1920), are republished:—

Former Notice.—No. 79M. of 1920. (*This office No. 169 of 1920.*)

Beacons established:—

(a) Position.—On the sites occupied by the Telegraph huts on Ras-el-Bayadh and Ras-el-Yemmen respectively.

Details.—Two steel lattice work beacons each 26 feet high and painted red have been erected respectively in the above positions.

Beacon no longer exists:—

(b) Position.—At a distance of about 5½ cables 279° from Ras-el-Yemmen.

Details.—The beacon 25 feet in height, situated in the above position, does not exist and should be expunged from the Admiralty charts.

Remarks.—This beacon is not shewn in the latest edition of the Admiralty Chart No. 543.

Charts affected.—No. 543, Kamaran Passage.

“ 143, Jebel Teir to Perim Island.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, pages 362, 366.

Authority.—The Port Officer, Aden, dated 31st May 1920.

INDIA—WEST COAST.

Kathiawar Coast—Direict reported.

No. 196 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1920), are republished:—

Details.—The Master of SS. “ Pentakota ” reports having passed an abandoned Dhow in the following position:—

Position.—Lat. 20° 28' N.

Long. 68° 30' E.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 1420, Dwarka Point to Diu Head.

“ 2736, Gulf of Kutch to Vizadurg.

“ 826, Karachi to Vengurla.

Authority.—Navy Wireless, Bombay, dated 14th June 1920.

The 28th June 1920.

JAPAN, INLAND SEA—HIROSHIMA WAN.

(1) Nakano Se Light—Alteration in Characteristics.

(2) Yatata Ishi Light—Alteration in Character.

No. 178 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 814 of 1920), are republished:—

(1) Nakano Se Light.

Position.—Lat. 34° 16½' N., long. 132° 22½' E.

New abridged description.—Lt. Fl., ev. 4 sec., 34 ft., vis. 10 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—A *flashing white* light *every four seconds*.

Visibility.—10 miles.

Power.—120 candles.

Remarks.—The light is unwatched. The other characteristics of the light remain unchanged.

(2) Yakata Ishi Light.

Position.—Lat. $34^{\circ} 17\frac{1}{2}'$ N., long. $132^{\circ} 28\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., Red. ev. 4 sec., 19 ft., vis. 8 m. (U).

Alteration.—The character of the light has been altered from fixed white to *flashing red every four seconds*.

Remarks.—The light is unwatched; in other respects the light is unaltered.

Charts affected.—No. 3469, Hiroshima wan.

“ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, Nos. 1954, 1956.

Japan Pilot, 1914, pages 380, 382, 383.

Authority.—Tokyo Notices Nos. 403 and 409 of 1920. (H. 3134 & 3145/20.)

KOREA, EAST COAST—URUSAN HARBOUR, SOUTHERN APPROACH.

Kanjari Kutsu—Light established.

No. 179 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 815 of 1920), are republished:—

Position.—Lat. $35^{\circ} 21' 35''$ N., long. $129^{\circ} 21' 40''$ E.

Abridged description.—Lt. Gp. Fl. (2), ev. 6 sec., 84 ft., vis. 12 m. (U).

Characteristics:

Character.—A group *flashing white* light, showing *two flashes every six seconds*.

The two flashes occupy one and a half seconds, after which the light is eclipsed for four and a half seconds.

Elevation.—84 feet.

Visibility.—12 miles.

Structure.—White circular tower, 24 feet in height.

Note.—The light is unwatched.

Charts affected.—No. 3666, Fusian harbour to Chukupen bay.

“ 3480, Shantung promontory to Nagasaki.

“ 2347, Honshū, Kiusiu, and Shikoku, etc.

Publications.—List of Lights, Part VI, 1920, No. 1789.

E. C. Korea, etc., Pilot, 1913, page 93.

Authority.—Chosen Notice No. 61 of 1920. (H. 3176/20.)

JAPAN—INLAND SEA.

Nenashi Sho Light—Alteration in Characteristics.

No. 180 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 816 of 1920), are republished:—

Position.—Lat. $33^{\circ} 56\frac{1}{2}'$ N., long. $132^{\circ} 29\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., Red ev. 3 sec., 46 ft., vis. 10 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—A flashing red light every three seconds.

Visibility.—10 miles.

Power.—100 candles.

Remarks.—The light is unwatched. The other characteristics of the light remain unchanged.

Charts affected.—No. 3154, Omiuase to Gogo shima.

„ 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1947.

Japan Pilot, 1914, page 371.

Authority.—Tokyo Notice No. 356 of 1920. (H. 3133/20.)

SOUTH AUSTRALIA.

Gulf of St. Vincent—Magnetic Disturbance.

No. 181 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 817 of 1920), are republished:—

Position.—Cape Jervis, lat. $35^{\circ} 37' S.$, long. $138^{\circ} 06' E.$

Details.—A strong magnetic disturbance, causing the compass needle to swing about 6 points, was experienced on 12th March 1920 in the Gulf of St. Vincent, between Cape Jervis and the parallel of latitude $35^{\circ} 00' S.$

The disturbance occurred in the evening and lasted for about $2\frac{1}{2}$ hours.

Charts temporarily affected.—No. 2389, St. Vincent and Spencer gulfs.

„ 2759b, Australia—southern portion.

Publication.—Australia Pilot, Part I, 1918, page 284.

Authority.—H.M.A. Chart Depôt, Garden Island, Hydrographic Note No. 4 of 1920. (H. 2961/20.)

COCHIN CHINA, SAIGON RIVER ENTRANCE.

(1) **Point Ganh Rai**—Light established.

(2) **Rach Kai Gau** entrance—Light established.

(3) **Kangio bank** light—Arc of visibility.

No. 182 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 818 of 1920), are republished:—

(1) Point Ganh Rai.

Position.—On the extremity of the westernmost of the two points at the northern end of Nui Ganh Rai.

Lat. $10^{\circ} 23' 19'' N.$, long. $107^{\circ} 03' 26'' E.$

Abridged description.—Lt. F., Red, vis. 5 m.

Details:

Character.—A fixed red light.

Visibility.—5 miles.

Structure.—White framework pillar.

(2) Rach Kai Gau Entrance.

Position.—On the point at the southern side of the river entrance.

Lat. $10^{\circ} 28' 40''$ N., long. $106^{\circ} 56' 22''$ E.

Abridged description.—Lt. F., *Green. vis. 4 m.*

Details:

Character.—A *fired green light*.

Visibility.—4 miles.

Structure.—White framework pillar.

(3) Kanglo Bank Light.

Position.—Lat. $10^{\circ} 24\frac{1}{2}'$ N., long. $107^{\circ} 00\frac{1}{2}'$ E.

Details.—The light is visible from 122° , through south, to 332° .

Charts affected.—No. 1016, Saigon or Don nai river.

“ 1261, Saigon river to Kam ranh bay.

Publications.—List of Lights, Part VI, 1920, Nos. 1406a, 1409, 1410a.

China Sea Pilot, Vol. III, 1912, pages 191, 193.

Authority.—Paris Notice No. 476 of 1920 and H.B.M. Consul, Saigon.

(H. 1745/20.)

BORNEO, EAST COAST.**River Mahakan (Kutei) Entrances—Alterations in Positions of Light-Buoy and Pilot Light Vessel.**

No. 183 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 819 of 1920), are republished:—

New positions.—(a) Pilot light-vessel :

At the entrance to Muara Bekapai, in the position formerly occupied by the red and black horizontally striped light-buoy with occulting white light.

Lat. $0^{\circ} 56\frac{1}{2}'$ S., long. $117^{\circ} 32'$ E.

(b) Light-buoy :

At the entrance to Muara Jawa, in the position formerly occupied by the pilot light-vessel with fixed white light.

Lat. $1^{\circ} 00'$ S., long. $117^{\circ} 11\frac{1}{2}'$ E.

Remarks.—The positions of the pilot light-vessel and light-buoy have been exchanged. Their characteristics are unaltered.

Charts affected.—No. 2662, Plan of River Mahakan.

“ 2636, North part of the Strait of Makassar.

“ 941b, Eastern Archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1920, No. 1063.

Eastern Archipelago Pilot, Part II, 1913, pages 367, 368.

Authority.—Hague Notice No. 1034 of 1920. (H. 3202/20.)

CHINA SEA—GULF OF SIAM.**Ban Yao River Entrance—Light established.**

No. 184 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 833 of 1920), are republished:—

Position.—On the north-western part of Koh Chik island.

Lat. $12^{\circ} 17' 45''$ N., long. $102^{\circ} 13' 00''$ E.

Abridged description.—(U) Lt. F., *Red*, 52 ft., *vis. 6 m.*

Details :

Character.—A *fixed red* light.

Elevation.—52 feet.

Visibility.—6 miles from 22° through east to the land.

Structure.—White iron structure, 49 feet in height.

Note.—The light is unwatched.

Charts affected.—No. 2721, Cape Liant to Koh Kut, with plan.

Publications.—List of Lights, Part VI, 1920, No. 1376.

China Sea Pilot, Vol. III, 1912, page 158.

Authority.—Bangkok Notice No. 4 of 1920. (H. 3062/20.)

CHINA SEA—GULF OF SIAM.

Rayong Light—Alteration in Characteristics.

No. 185 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 834 of 1920), are republished:—

Position.—Lat. 12° 39' N., long. 101° 14' E.

New abridged description.—Lt. F., *Red*, 46 ft., *vis. 6 m.* (U).

Alteration.—The occasional light has been replaced by a light having the undermentioned characteristics:—

Character.—A *fixed red* light.

Elevation.—46 feet.

Visibility.—6 miles.

Structure.—White wooden structure, 36 feet in height.

Remarks.—The light is unwatched.

Chart affected.—No. 2721, Cape Liant to Koh Kut.

Publications.—List of Lights, Part VI, 1920, No. 1370.

China Sea Pilot, Vol. III, 1912, page 162.

Authority.—Bangkok Notice No. 3 of 1920. (H. 3061/20.)

CHINA SEA—GULF OF SIAM.

Singora Light—Alteration in Character.

No. 186 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 835 of 1920), are republished:—

Position.—On the summit of Pagoda hill.

Lat. 7° 12' N., long. 100° 35' E.

New abridged description.—Lt. F., 352 ft., *vis. 10 m.*

Alteration.—The character of the light has been altered from occulting to *fixed white*.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.
" 2411, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.

China Pilot, Vol. III, 1912, page 123; Supplement No. 4, 1919.

Authority.—Bangkok Notice No. 1 of 1920. (H. 3060/20.)

JAPAN—HOKUSHŪ, SOUTH COAST.

Chikyu Misaki—Light established.

No. 187 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 836 of 1920), are republished:—

Position.—Lat. $42^{\circ} 18' 07''$ N., long. $140^{\circ} 59' 46''$ E.

Abridged description.—Lt. Gp. Fl. (2), er. 30 sec., 319 ft., vis. 25 m.

Details:

Character.—A group flashing white light, showing two flashes every thirty seconds, thus:

Two flashes occupying 8 seconds, followed by an eclipse of 22 seconds.

Elevation.—319 feet.

Visibility.—25 miles.

Power.—90,000 candles.

Structure.—White octagonal concrete tower, 40 feet in height.

Charts affected.—No. 3507, Mororan ko.

“ 3591, Iburi wan or Uchiura wan.

“ 452, Hokushū island.

“ 2405, The Kuril islands.

“ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI., 1920, No. 2100.

Japan Pilot, 1914, page 751.

Authority.—Tokyo Notice No. 476 of 1920 (H. 3146-20.)

AUSTRALIA—EAST COAST.

Crowdy Head Light—Intended alteration in Characteristics. Signal station to be discontinued.

No. 188 (third publication).

Subject.—The Fixed White Light with Red Sector on Crowdy Head will be replaced by a Group Flashing White Light with Red Sector (U), and, further, that the signal station will be discontinued, on or about 1st September, 1920.

Position.—Lat. $31^{\circ} 51' S.$, long. $152^{\circ} 46' E.$ on Chart No. 1024.

Details.—The Fixed White Light with Red Sector will be replaced by a New Light having the under-mentioned characteristics:—

Character.—Group Flashing White Light, with Red Sector showing two flashes in quick succession every six seconds thus:

Flash	Eclipse	Flash	Eclipse
$\frac{1}{3}$ sec.	$\frac{1}{3}$ sec.	$\frac{1}{3}$ sec.	$4\frac{1}{3}$ secs.

Visibility.—White, 12 miles. Red, 6 miles.

Power.—White 1500 candles. Red, 600 candles.

Remarks.—The light will be unwatched.

The signal station will be discontinued and the Lightkeeper withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1024, Port Stephens to Tacking Point with plan of Crowdy Head.

“ 3622, Port Jackson to Cape Byron.

“ 2759b, Australia, Southern portion.

Publications.—List of Lights and Time Signals, Part VI., 1920, No. 2573.

Australia Pilot, Vol. III, 1916, page 78.

Authority.—Melbourne Notice No. 9 of 1920.

AUSTRALIA—MOVEMENTS OF SUBMARINES.

No. 189 (third publication).—The following information is published by request of the Naval Board, Melbourne:—

- (1) The vessel escorting Submarines on passage will fly "M" (International) at the masthead, accompanied by a group from the numeral table in the International Code of Signals, indicating the number of Submarines in company.
- (2) When Submarines are exercising diving and torpedo firing in Port Phillip either a Submarine on the surface or the surface vessel taking part in these exercises will fly a large red flag at masthead.

Authority.—Melbourne Notice No. 10 of 1920.

SOUTH AUSTRALIA—SPENCER GULF.

Franklin harbour—Light established.

No. 190 (third publication).—The President of the Marine Board, Adelaide, has given Notice (No. 1 of 1920) that on and after the night of April 12th, 1920, a fixed white light will be exhibited so as to act as a back lead to the navigation light at sea end of jetty. It will be carried on a pole attached to the side of old jetty, distant about 1,350 ft. behind the navigation light and with its focal plane 8 ft. above it. When in line with the navigation light it will indicate the centre of the dredged channel approaching the jetty, the bearing of lights in line being 316° (N. $48\frac{1}{2}^{\circ}$ W. mag.).

Approximate position.—Lat. $33^{\circ} 41' 14''$ S., long. $136^{\circ} 56'$ E.

Charts affected.—Nos. 785, 2389; also survey of channel dated 1914.

Publications affected.—Australia Directory, chapter IV., page 223; and Australia Pilot, Vol. 1, chapter IV., page 185.

List of Lights. Part VI, 1920, page 307.

SOUTH AUSTRALIA—RIVOLI BAY.

Glen Point—Black perch buoy adrift and not to be replaced.

No. 191 (third publication).—The President of the Marine Board, Adelaide, has given Notice (No. 2 of 1920) that the Black Perch Buoy which has hitherto marked the Eastern Edge of the Reef at Glen Point has got adrift from its moorings, and it is not intended to replace it.

Approximate position.—Lat. $37^{\circ} 30\frac{1}{4}'$ S., long. $140^{\circ} 17'$ E.

Charts affected.—Nos. 1014 and 1062, and plan 1007.

Publications affected.—Australia Directory, 1907, Vol. 1, page 373; and Australia Pilot, 1918, Vol. 1, page 339.

AUSTRALIA—EAST COAST.

Wide Bay Bar—Amended directions for navigation.

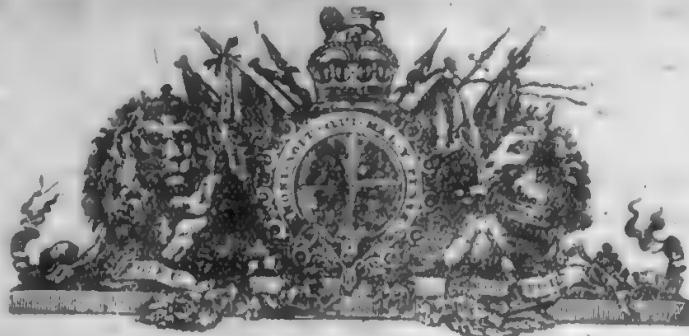
No. 192 (third publication).—The Portmaster, Brisbane, has given Notice (No. 2 of 1920) of the following amended directions for the navigation of the Bar:—

North Channel.—The square beacons on Hook Point should be kept open twice their own width to the northward until the Inskip lead opens once and a half the width of the beacons to the westward. Then haul up gradually, bringing the Inskip beacons into line before passing the red buoy off Hook Point. Then proceed as formerly directed. A depth of 12 feet at L.W.O.S.T. will be obtained.

South Channel.—The triangular beacons on Hook Point should be kept open six or seven times their own width to the northward until the Inskip lead comes into line. Then proceed as formerly directed. A depth of 9 feet (at present), at L.W.O.S.T. will be obtained.

Charts affected.—Nos. 1030, 1068; Australia Directory, Vol. II.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 4, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. OOWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, the 23rd July 1920.

INDIA—WEST COAST

Bombay Harbour Approaches—Fishing Stakes Removed.

No. 204 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notices to Mariners (No. 104 M. of 1920), are republished:—

Former Notice—No. 29 M. of 1920. (*This office No. 83 of 1920.*)

Details.—All the groups of Fishing Stakes on the Coast of Kolaba district, which were reported to lie within the prohibited area, south of the Latitude line of 19° 00' N. have been removed.

Charts affected.—No. 2621, Bombay Harbour.

- .. 737, Arnala Island to Kundari Island.
- .. 2736, Gulf of Kutch to Vizianadug.
- .. 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1909, page 213.

Authority.—Secretary to Government, Marine Department, Bombay Castle, dated 23rd June 1920.

TASMANIA, NORTH COAST.

River Mersey Entrance—Signal and pilot station established; tidal signals.

No. 205 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 870 of 1920), are republished:—

Position.—On the western shore at the entrance to the river Mersey, and at a distance of about half a mile south-eastward of Mersey bluff lighthouse.

Lat. $41^{\circ} 09\frac{1}{4}'$ S., long. $146^{\circ} 23\frac{1}{2}'$ E.

Details.—A signal and pilot station has been established in the above position. Signals from vessels requiring a pilot or other information will be received at the pilot station.

Tidal signals will be shown from the pilot station signal mast with flags by day and Morse code by night.

A new system of tidal signals, as given below, has been brought into force.

All signals are shown from the signal mast, with yard east and west, situated at the pilot station.

Vessels drawing more than 12 feet are warned not to enter the river near low water until the tidal signals are shown.

By day.

The signals are denoted by flags of the Commercial code; the state of the tide by pennants at the masthead; the depth of water on the bar by square flags hoisted on west yardarm when vessel is to berth at West Devonport, and on east yardarm when vessel is to berth at East Devonport.

By night.

All signals are given by Morse code from lamp on signal mast.

STATE OF TIDE.

By day—Pennant at Masthead.

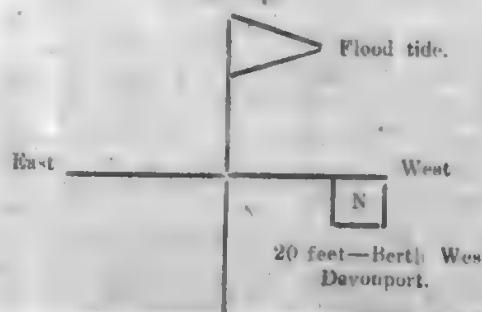
C	D	E	F
High Water.	Low Water.	Ebb.	Flood.

DEPTH ON BAR.

Square flag on yardarm. (Ball under flag signifies six inches more water.)

B 14 feet.	I 15 feet.	J 16 feet.	K 17 feet.	L 18 feet.	M 19 feet.
N 20 feet.	O 21 feet.	P 22 feet.	Q 23 feet.	R 24 feet.	S 25 feet.
T 26 feet.	U 27 feet.	V 28 feet.	W 29 feet.	X 30 feet.	Y 31 feet.

Example :



STATE OF RIVER AND BAR.

Ball at west yardarm signifies:—Stand Off; State of River or Bar Dangerous.

Ball at east yardarm signifies:—Wait for High Water.

Ball under tide pennant signifies—Strong Tide or Fresh in River.

Flag A at masthead signifies—Wait; Vessel coming out.

Flag B at masthead signifies—Wait; Vessel in River. Berthing.

Publication.—Australia Pilot, Vol. II, 1918, page 274.

Authority.—Marine Board of Mersey, Tasmania. (H. 3075-20.)

CHINA, SOUTH-EAST COAST—HONGKONG.

Wag lan Islet Light-Station—Temporary Alteration in Fog Signal.

No. 206 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 871 of 1920), are re-published:—

Position.—Lat. $22^{\circ} 11'$ N., long. $114^{\circ} 18\frac{1}{4}'$ E.

Alteration.—Until further Notice the explosive fog-signal will temporarily give two reports, with an interval of fifteen seconds between them, *every twelve minutes*.

Charts temporarily affected.—No. 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 3026, Macao to Pedro Blanco, including Hongkong.

Publications.—List of Lights, Part VI, 1920, No. 1525.

China Sea Pilot, Vol. III, 1912, page 496.

Authority.—Shanghai Notice No. 558 of 16th March 1920. (H 3179-20.)

CHINA SEA—SINGAPORE STRAIT.

Raffles Lighthouse—Magnetic disturbance reported in vicinity.

No. 207 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 872 of 1920), are re-published:—

Position.—Raffles lighthouse, lat. $1^{\circ} 09\frac{1}{4}'$ N., long. $103^{\circ} 44\frac{1}{4}'$ E.

Details.—A strong local magnetic disturbance was experienced on 1st April 1920, within a distance of three-quarters of a mile of Raffles lighthouse, by H.M. R.F.A. *Francol*

when approaching this lighthouse from the westward. Vessels are warned accordingly.

Chart temporarily affected.—No. 2403, Singapore strait.

Publication.—China Sea Pilot, Vol. I, 1916, page 253.

Authority.—H.M.S. *Titania*, Hyd. Note No. 1 of 1920. (H. 3276-20.)

ARAFURA SEA—KEI ISLANDS.

Nuhu Roa—Existence of reefs.

No. 208 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 877 of 1920), are re-published:—

(a) *Position.*—Off western side of Nuhu Roa.

Lat. $5^{\circ} 49' 06''$ S., long. $132^{\circ} 38' 30''$ E.

Depth.—3 fathoms.

(b) *Position.*—At a distance of about half a mile eastward of (a).

Lat. $5^{\circ} 49' 18''$ S., long. $132^{\circ} 39' 00''$ E.

Depth.—3 fathoms.

(c) *Position.*—Off southern end of Nuhu Roa.

Lat. $5^{\circ} 58' 00''$ S., long. $132^{\circ} 41' 24''$ E.

Depth.—About $3\frac{1}{2}$ fathoms.

Note.—A note “*Not examined*” is to be inserted on the chart against the above reefs.

Chart affected.—No. 2264, Kei or Ewaf islands.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 169 and 173.

Authority.—Hague Notice No. 2293 of 1919. (H. 9538-19.)

SUMATRA, EAST COAST—BANKA ISLAND.

Liat Rock—Light discontinued.

No. 209 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 902 of 1920), are re-published:—

Position.—Lat. $1^{\circ} 49\frac{1}{2}'$ S., long. $106^{\circ} 11\frac{1}{2}'$ E.

Details.—The flashing white light has been discontinued and is to be expunged from the charts.

Remarks.—It is intended to establish a light-buoy to mark this rock, concerning which further Notice will be given.

Charts affected.—No. 2597, Banka strait.

“ 2149, Banka and Gaspar straits.

“ 941a, Eastern archipelago—sheet 1.

Publications.—List of Lights, Part VI, 1920, No. 981.

China Sea Pilot, Vol. II, 1915, page 181.

Authority.—Hague Notice No. 600 of 1920. (H. 2029-20.)

The 12th July 1920.

INDIA—WEST COAST, GULF OF CAMBAY.

Gogha or Goga—Light extinguished.

No. 197 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 93M. of 1920), are republished:—

Position.—Lat. $21^{\circ} 40\frac{1}{2}'$ N.

Long. $72^{\circ} 15\frac{1}{2}'$ E.

Details.—The red fixed light, on the south side of entrance to Gogha or Goga creek, has been damaged by cyclone and will not be exhibited until further notice.

Charts temporarily affected.—No. 1035, Piram Island to Bhavnagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Vizadurg.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Publications.—West Coast of India Pilot, 1909, page 265.

List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

Authority.—The Commissioner of Salt and Excise, Northern Division, Kharaghoda, dated 17th June 1920.

AFRICA—EAST COAST.

Macuti Point—Light re-exhibited.

No. 198 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1920), are republished:—

Former Notice—No. 14-M, and 69-M. of 1920.

Date exhibited.—15th June 1920.

Position.—On the north-eastward of Macuti Point.

Lat. $19^{\circ} 50' S.$

Long. $34^{\circ} 54' E.$

Details.—A white revolving light every twenty-two seconds which was temporarily extinguished, has been re-exhibited.

Remarks.—The particulars of light are the same as described in the Admiralty list of lights.

Charts which were temporarily affected.—No. 1003, Beira Harbour.

„ 648, Delagoa Bay to River Zambzi,

Publications.—East Coast of Africa Pilot, Part III, 1915, page 224.

List of Lights, Part VI, 1920, No. 76.

Authority.—The Port Officer Beira, dated 10th May 1920.

INDIA—WEST COAST.

Buoys between Alibag and Bhatkul removed for the South West Monsoon.

No. 199 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1920), are republished:—

Former Notice No. 87-M. of 1920. (This Office No. 176 of 1920.)

Details.—The following buoys were removed from their positions for the South West Monsoon on the dates noted against them:—

Alibag Reef Buoy	...	15th May 1920.
Bankot Creek Buoy	...	22nd May 1920.
Ambalgarh Reef Buoy	...	16th May 1920.
Malvan Rock Buoy	...	25th May 1920.
Malvan Port Harbour	...	31st May 1920.
Malvan Johnston Castle Rock Buoy	...	26th May 1920.
Malvan Rajkot Fort Buoy	...	24th May 1920.
Chaldea Rock Buoy	...	22nd May 1920.
Vengurla Bubra Rock Buoy	...	19th May 1920.
Vengurla Harbour Buoy	...	20th May 1920.
Bhatkul Rock Buoy	...	16th May 1920.
Modeshwar Dart Rock Buoy	...	13th May 1920.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, 15th June 1920.

INDIA—WEST COAST.

Bombay Harbour—New Beacon Destroyed.

No. 200 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 99M. of 1920), are republished:—

Position.—At a distance of about $2\frac{1}{2}$ cables 344° from Tucker Beacon.

Lat. $18^{\circ} 56' 16''$ N.

Long. $72^{\circ} 52' 26''$ E.

Details.—The new Beacon, surmounted by a triangle, situated in the above position, has been washed away and will not be re-erected.

Charts affected.—No. 655, Port of Bombay
,, 2621, Bombay Harbour.

Publication.—West Coast of India Pilot, 1909, page 221.

Authority.—The Port Officer, Bombay, dated 24th June 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

Bhaunagar Light-house Destroyed.

No. 201 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1920), are republished:—

Position.—Lat. $21^{\circ} 47' N.$
Long. $72^{\circ} 08' E.$

Details.—The fixed white light (at Rewapuri) which marked the entrance to this creek has been destroyed.

Caution.—Mariners are hereby warned to take more precaution in entering or leaving this port, till a new light is re-erected.

Remarks.—A post will be erected as a temporary measure to indicate the position of the destroyed light-house.

Charts affected.—No. 1035, Piram Island to Bhaunagar.

“ 51, Gulf of Cambay.
“ 2736, Gulf of Kutch to Viziarug.
“ 826, Karachi to Vengurla.
“ 1012, Arabian Sea.

Publications.—West Coast of India Pilot, 1909, page 267.

List of Lights, Part VI, 1920, No. 365.

Indian List of Lights, 38th issue, 1919, No. 74

Authority.—The Port Officer, Bhaunagar, dated 16th June 1920.

AUSTRALIA—EAST COAST.

Richmond River lights—Intended alteration in characteristics of main light. Subsidiary light to be discontinued.

No. 202 (second publication).—

Subject.—The fixed white light (main light) on North Head, Richmond River entrance, will be replaced by a group flashing white light (U), and, further, that the subsidiary fixed white light on North Head will be discontinued, on or about 1st October 1920.

Position.—On North Head, Lat. $28^{\circ} 52' S.$, long. $153^{\circ} 37' E.$ on Chart No. 1028.

Details.—The fixed white light (main light) will be replaced by a new light having the undermentioned characteristics:—

Character.—Group flashing white light, showing four flashes in quick succession every twelve seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{3}$ secs.

Visibility.—12 miles.

Power—1,500 candles.

Remarks.—The light will be unwatched.

The subsidiary fixed white light situated 33 yards 123° (S. 67° E. Mag.) from the main light, will be discontinued.

The Lightkeeper will be withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1379, Plan of Richmond River entrance.

„ 1028, Evans Head to Danger Point.

„ 3622, Port Jackson to Cape Byron.

„ 3623, Cape Byron to Lady Elliott Island.

„ 2759b, Australia, Southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2584.

Australia Pilot, Vol. III, 1916, page 85.

Sailing Directions for the Coast of New South Wales, Second Edition, 1920, page 91.

Authority.—Melbourne Notice No. 11 of 1920.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating light-vessel—Temporary alteration in position.

No. 203 (second publication).—

Subject.—The Bombay Floating light-vessel is now moored in the following position and will remain there until weather permits her to be placed in the former position.

Position (approx.).—At a distance of about 2 miles S. 20° W. from the Prongs light-house.

Charts temporarily affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziarug.

„ 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1909, page 215; Revised Supplement (3) 1918.

Authority.—Director, R. I. Marine, Bombay, telegram dated 10th July 1920.

The 5th July 1920.

MADAGASCAR, NORTH-EAST COAST.

Vohemar Bay—Leading Lights and Light established.

No. 193 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 851 of 1920), are republished:—

(1) *Leading lights:*

(a) *Front light:*

Position.—On the pyramid beacon situated on the northern side of the entrance, at a distance of 3 $\frac{3}{4}$ cables, 295°, from the signal mast on Vohemar point.

Lat. 13° 23 $\frac{1}{4}$ S., long. 50° 01 $\frac{1}{4}$ E.

Abridged description.—Lt. F., *Réa*, vis. 8 m. (occas.).

Characteristics:

Character.—A fixed red light.

Elevation.—16 feet.

Visibility.—8 miles.

Structure.—Pyramidal beacon, painted in black and white horizontal bands.

Remarks.—This light is only shown when requested or when a ship is expected.

(b) Rear light:

Position.—At a distance of 18½ cables, 260°, from front light.

Abridged description.—Lt. F., vis. 12 m.

Characteristics:

Character.—A *fixed white* light.

Visibility.—12 miles.

Structure.—Pyramidal beacon, 20 feet high, painted in black and white horizontal bands.

Remarks.—This beacon is incorrectly shown about one cable southward of the above position on chart No. 679, which is to be corrected accordingly.

(2) Light:

Position—On Vohemar point, at a distance of 2 cables, 236°, from the signal mast.

Abridged description.—Lt. F., Gn. (occas.).

Characteristics:

Character.—A *fixed green* light.

Structure.—Lamp post.

Remarks.—This light is only shown when requested or when a ship is expected.

Charts affected.—No. 679, Plan of Vohemar bay.

„ 758, Cape St. Andrew to Antongil bay.

Publications.—List of Lights, Part VI, 1920, Nos. 189a, 190, 191.

South Indian Ocean Pilot, 1911, page 256; Supplement No. 5, 1919.

Authority—Journal Officiel de Madagascar. (H. 291-20.)

BAY OF BENGAL—EAST COAST—MALAY PENINSULA.

Malacca Strait entrance—Wreckage reported.

No. 194 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 88M. of 1920), are republished:—

Details.—The Master of SS. "Upada" reports that he passed a floating spar, apparently attached to a wreck, projecting about 15 feet above water in the following position:—

Position.—Lat. 6° 41½' N.

Long. 98° 03' E.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 842, Sayer Island to Langkawi Island.

„ 830, Bassein River to Pulo Penang.

„ 70, Bay of Bengal.

Authority.—The Port Officer, Bombay, dated 8th June 1920.

RED SEA—EASTERN SHORE.

Kamaran Passage—Further information with regard to beacons.

No. 195 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 89M. of 1920), are republished:—

Former Notice.—No. 79M. of 1920. (*This office No. 169 of 1920.*)

Beacons established:—

(a) Position.—On the sites occupied by the Telegraph huts on Ras-el-Bayndh and Ras-el-Yemmen respectively.

Details.—Two steel lattice work beacons each 26 feet high and painted red have been erected respectively in the above positions.

Beacon no longer exists:—

(b) Position.—At a distance of about 5½ cables 279° from Ras-el-Yemmen.

Details.—The beacon 25 feet in height, situated in the above position, does not exist and should be expunged from the Admiralty charts.

Remarks.—This beacon is not shewn in the latest edition of the Admiralty Chart No. 543.

Charts affected.—No. 543, Kamaran Passage.

„ 143, Jebel Teir to Perim Island.

Publication.—Red Sea and Gulf of Aden Pilot, 1909, pages 362, 366.

Authority.—The Port Officer, Aden, dated 31st May 1920.

INDIA—WEST COAST.

Kathiawar Coast—District reported.

No. 196, (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 92M. of 1920), are republished:—

Details.—The Master of SS. "Pentakota" reports having passed an abandoned Dhow in the following position:—

Position.—Lat. 20° 28' N.

Long. 68° 30' E.

Caution.—Mariners are hereby warned accordingly.

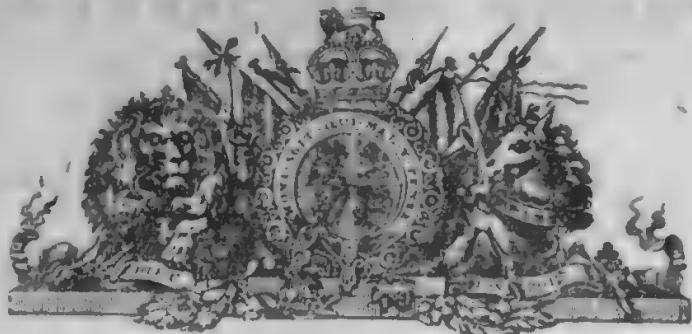
Charts temporarily affected.—No. 1420, Dwarka Point to Diu Head.

„ 2736, Gulf of Kutch to Vizianadug.

„ 826, Karachi to Vengurla.

Authority.—Navy Wireless, Bombay, dated 14th June 1920.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 11, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

F. A. A. COWDEY,
Secy. to the Govt. of Bengal.

CALCUTTA, the 26th July 1920.

AUSTRALIA, EAST COAST—NEW SOUTH WALES.

Kiama Harbour—Existence of shoal.

No. 210 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 924 of 1920), are republished:—

Position.—At a distance of half a cable, 320° , from the crane on the Illawarra Steam Navigation Company's wharf.

Lat. $34^{\circ} 40\frac{1}{2}'$ S., long. $150^{\circ} 53'$ E.

Depth.—6 feet (rock).

Chart affected.—No. 1020, Plan of Kiama harbour.

Publication.—Australia Pilot, Vol. II, 1918, page 476.

Authority.—New South Wales Harbours' and Rivers Department
Chart. (H. 3343-20.)

CHINA SEA.

Swatau—Special Traffic Regulations no longer in force.

No. 211 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 932 of 1920), are republished:—

Former Notice.—No. 307 of 1920 (*This office No. 99 of 1920*); hereby cancelled.

Notice is given that the special traffic regulations for Swatau published in the former Notice quoted above, are no longer in force.

Authority.—Acting Coast Inspector, Shanghai. (*H. 7592-19.*)

CHINA, EAST COAST—NIMROD SOUND.

Pearl and Cone Rocks—Beacons disappeared.

No. 212 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 933 of 1920), are republished:—

Position.—Pearl rock, lat. $29^{\circ} 39\frac{1}{2}'$ N., long. $121^{\circ} 54\frac{1}{2}'$ E.

Cone rock, lat. $29^{\circ} 37\frac{1}{2}'$ N., long $121^{\circ} 50'$ E

Details.—The two beacons formerly marking the above rocks have disappeared and are to be expunged from the charts.

Charts affected.—No. 1583, Nimrod sound.

„ 1811, Kue shan islands to Nimrod sound.

„ 1429, Nimrod sound to Yung river.

„ 1199, Kue shan islands to the Yang tse kiang.

Publication.—China Sea Pilot, Vol. V, 1912, page 289; Supplement No. 4, 1919.

Authority.—H.M.S. *Hawkins*, Hyd. Notice No. 1 of 1920. (*H. 3438/20.*)

MADAGASCAR, EAST COAST—ISLAND OF ST. MARY.

Point Halbrand (Albrand) light—Amended position.

No. 213 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 934 of 1920), are republished:—

Position.—At a distance of about three-quarters of a mile south-westward from charted position and about $2\frac{1}{2}$ miles from the extremity of Point Halbrand.

Lat. $16^{\circ} 42' 55''$ S., long. $50^{\circ} 03' 05''$ E., on chart No. 683.

Description.—A *flashing white* light, as described in the Admiralty List of Lights.

Note.—The light is to be moved on the charts to the position given above and the note “(position uncertain)” is to be expunged.

Charts affected.—No. 683, Island of St. Mary, &c.

.. 759b, Antongil bay to Ambatosoa.

Publications.—List of Lights, Part VI, 1920, No. 193.

South Indian Ocean Pilot, 1911, page 272.

Authority.—Paris Notice No. 2591 of 1919. (H. 9883-19.)

AUSTRALIA—SOUTH COAST, SPENCER GULF.

Tipara Reef light.—Intended alteration in characteristics; Signal Station and Fog Gong to be discontinued.

No. 214 (first publication).—

Subject.—The Flashing Light with White and Red Sectors, on Tipara Reef, will be replaced by a Group Flashing Light with White and Red Sectors (U); and, further, that the Signal Station and Fog Gong will be discontinued on or about 1st October, 1920.

Position.—Lat. $34^{\circ} 04' S.$, long. $187^{\circ} 24' E.$, on Chart No. 2389.

Details.—The Flashing Light with White and Red Sectors will be replaced by a new Light having the undermentioned characteristics:—

Character.—Group Flashing Light, with White and Red Sectors, showing two flashes in quick succession every ten seconds, thus:

Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec	1 sec	$\frac{1}{2}$ sec	8 secs

Visibility.—White, 15 miles. Red, 7 miles.

Power.—White, 5000 candles. Red, 2000 candles.

Remarks.—The Light will be unwatched.

The Signal Station and Fog Gong will be discontinued and the Lightkeepers withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 402, Wallaroo and Tipara Bays.

.. 2389, St. Vincent and Spencer Gulfs.

.. 2759b, Australia, Southern Portion.

Publications.—List of Lights and Time Signals, Part VI, 1919, No. 2823.

Australia Pilot, Vol. I, 1918, pages 206, 207.

Authority.—Melbourne Notice No. 12 of 1920.

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Flat Top Islet Light—Intended alteration in characteristics.

No. 215 (first publication).—

Subject.—The Fixed Light with White and Red Sectors on Flat Top Islet will be replaced by a Group Flashing Light with White and Red Sectors (U) on or about 1st October, 1920.

Position.—On summit of Flat Top Islet.

Lat. $21^{\circ} 09'$ S.; long. $149^{\circ} 16'$ E. on Chart No. 347.

Details.—The Fixed Light with White and Red Sectors will be replaced by a New Light having the undermentioned characteristics:—

Character.—*Group Flashing Light, with White and Red Sectors, showing four flashes in quick succession every twenty seconds; thus:*

<u>Flash</u>	<u>Eclipse</u>	<u>Flash</u>	<u>Eclipse</u>	<u>Flash</u>	<u>Eclipse</u>	<u>Flash</u>	<u>Eclipse</u>
$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{4}$ sec.	15 secs.

Power.—White, 2000 candles. Red, 800 candles.

Remarks.—The light will be unwatched.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 347, Percy Isles to Whitsunday Island, with plan of approaches to Pioneer River.

“ 2763, Coral Sea and Great Barrier Reefs, sheet I.

“ 2759a, Australia, Northern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2683
Australia Pilot, Vol. IV, 1917, page 120.

Authority.—Melbourne Notice No. 13 of 1920.

The 23rd July 1920.

INDIA—WEST COAST.

Bombay Harbour Approaches—Fishing Stakes Removed.

No. 204 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notices to Mariners (No. 104 M. of 1920), are republished:—

Former Notice.—No. 29 M. of 1920. (This office No. 83 of 1920.)

Details.—All the groups of Fishing Stakes on the Coast of Kolaba district, which were reported to lie within the prohibited area, south of the Latitude line of $19^{\circ} 00'$ N. have been removed.

Charts affected.—No. 2621, Bombay Harbour.

“ 737, Arnala Island to Kundari Island.

“ 2736, Gulf of Kutch to Vizianagaram.

“ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1909, page 213.

Authority.—Secretary to Government, Marine Department, Bombay Castle, dated 23rd June 1920.

TASMANIA, NORTH COAST.

River Mersey Entrance—Signal and pilot station established; tidal signals.

No. 205 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 870 of 1920), are republished:—

Position.—On the western shore at the entrance to the river Mersey, and at a distance of about half a mile south-eastward of Mersey bluff lighthouse.

Lat. $41^{\circ} 09\frac{1}{4}'$ S., long. $146^{\circ} 23\frac{1}{4}'$ E.

Details.—A signal and pilot station has been established in the above position. Signals from vessels requiring a pilot or other information will be received at the pilot station.

Tidal signals will be shown from the pilot station signal mast with flags by day and Morse code by night.

A new system of tidal signals, as given below, has been brought into force.

All signals are shown from the signal mast, with yard east and west, situated at the pilot station.

Vessels drawing more than 12 feet are warned not to enter the river near low water until the tidal signals are shown.

By day.

The signals are denoted by flags of the Commercial code; the state of the tide by pennants at the masthead; the depth of water on the bar by square flags hoisted on west yardarm when vessel is to berth at West Devonport, and on east yardarm when vessel is to berth at East Devonport.

By night.

All signals are given by Morse code from lamp on signal mast.

STATE OF TIDE.

By day—Pennant at Masthead.

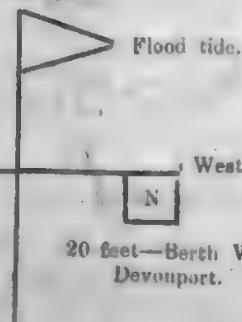
C	D	E	F
High Water.	Low Water.	Ebb.	Flood.

DEPTH ON BAR.

Square flag on yardarm. (Ball under flag signifies six inches more water.)

H 14 feet.	I 15 feet.	J 16 feet.	K 17 feet.	L 18 feet.	M 19 feet.
N 20 feet.	O 21 feet.	P 22 feet.	Q 23 feet.	R 24 feet.	S 25 feet.
T 26 feet.	U 27 feet.	V 28 feet.	W 29 feet.	X 30 feet.	Y 31 feet.

Example:



STATE OF RIVER AND BAR.

Ball at west yardarm signifies:—Stand Off; State of River or Bar Dangerous.

Ball at east yardarm signifies:—Wait for High Water.

Ball under tide pennant signifies—Strong Tide or Fresh in River.

Flag A at masthead signifies—Wait; Vessel coming out.

Flag B at masthead signifies—Wait; Vessel in River, Berthing.

Publication.—Australia Pilot, Vol. II, 1918, page 274.

Authority—Marine Board of Mersey, Tasmania. (H. 3075-20.)

CHINA, SOUTH-EAST COAST—HONGKONG.

Wag lan Islet Light-Station—Temporary Alteration in Fog Signal.

No. 206 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 871 of 1920), are re-published:—

Position.—Lat. $22^{\circ} 11'$ N., long. $114^{\circ} 18\frac{1}{2}'$ E.

Alteration.—Until further Notice the explosive fog-signal will temporarily give two reports, with an interval of fifteen seconds between them, every twelve minutes.

Charts temporarily affected.—No. 1466, Hongkong.

.. 3605, Hongkong to Mirs bay.

.. 3026, Macao to Pedro Blanco, including Hongkong.

Publications.—List of Lights, Part VI, 1920, No. 1525.

China Sea Pilot, Vol. III, 1912, page 496.

Authority.—Shanghai Notice No. 558 of 16th March 1920. (H 3179-20.)

CHINA SEA—SINGAPORE STRAIT.

Raffles Lighthouse—Magnetic disturbance reported in vicinity.

No. 207 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 872 of 1920), are re-published:—

Position.—Raffles lighthouse, lat. $1^{\circ} 09\frac{1}{2}'$ N., long. $103^{\circ} 44\frac{1}{2}'$ E.

Details.—A strong local magnetic disturbance was experienced on 1st April 1920, within a distance of three-quarters of a mile of Raffles lighthouse, by H.M. R.F.A. *Francol*

when approaching this lighthouse from the westward. Vessels are warned accordingly.

Chart temporarily affected.—No. 2403, Singapore strait.

Publication.—China Sea Pilot, Vol. I, 1916, page 253.

Authority.—H.M.S. *Titania*, Hyd. Note No. 1 of 1920. (H. 3276-20.)

ARAFURA SEA—KEI ISLANDS.

Nuhu Roa—Existence of reefs.

No. 208 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 877 of 1920), are re-published:—

(a) *Position.*—Off western side of Nuhu Roa.

Lat. $5^{\circ} 49' 06''$ S., long. $132^{\circ} 38' 30''$ E.

Depth.—3 fathoms.

(b) *Position.*—At a distance of about half a mile eastward of (a).

Lat. $5^{\circ} 49' 18''$ S., long. $132^{\circ} 39' 00''$ E.

Depth.—3 fathoms.

(c) *Position.*—Off southern end of Nuhu Roa.

Lat. $5^{\circ} 58' 00''$ S., long. $132^{\circ} 41' 24''$ E.

Depth.—About $3\frac{1}{2}$ fathoms.

Note.—A note “*Not examined*” is to be inserted on the chart against the above reefs.

Chart affected.—No. 2264, Kei or Ewaf islands.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 169 and 173.

Authority.—Hague Notice No. 2293 of 1919. (H. 9538-19.)

SUMATRA, EAST COAST—BANKA ISLAND.

Liat Rock—Light discontinued.

No. 209 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 902 of 1920), are re-published:—

Position.—Lat. $1^{\circ} 48\frac{1}{2}'$ S., long. $106^{\circ} 11\frac{1}{2}'$ E.

Details.—The flashing white light has been discontinued and is to be expunged from the charts.

Remarks.—It is intended to establish a light-buoy to mark this rock, concerning which further Notice will be given.

Charts affected.—No. 2597, Banka strait.

.. 2149, Banka and Gaspar straits.

.. 941a, Eastern archipelago—sheet 1.

Publications.—List of Lights, Part VI, 1920, No. 981.

China Sea Pilot, Vol. II, 1915, page 181.

Authority.—Hague Notice No. 600 of 1920. (H. 2029-20.)

The 12th July 1920.

INDIA—WEST COAST, GULF OF CAMBAY.

Gogha or Goga—Light extinguished.

No. 197 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 93M. of 1920), are republished:—

Position.—Lat. $21^{\circ} 40' N.$

Long. $72^{\circ} 15' E.$

Details.—The red fixed light, on the south side of entrance to Gogha or Goga creek, has been damaged by cyclone and will not be exhibited until further notice.

Charts temporarily affected.—No. 1035, Pirum Island to Bhavnagar.

„ 51, Gulf of Cambay.

„ 2736, Gulf of Kutch to Vizadurg.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Publications.—West Coast of India Pilot, 1909, page 265.

List of Lights, Part VI, 1920, No. 363.

Indian List of Lights, 38th issue, 1919, No. 72.

Authority.—The Commissioner of Salt and Excise, Northern Division, Kharaghoda, dated 17th June 1920.

AFRICA—EAST COAST.

Macuti Point—Light re-exhibited.

No. 198 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 94M. of 1920), are republished:—

Former Notice—No. 14-M. and 69-M. of 1920.

Date exhibited.—15th June 1920.

Position.—On the north-eastward of Macuti Point.

Lat. $19^{\circ} 50' S.$

Long. $34^{\circ} 54' E.$

Details.—A white revolving light every twenty-two seconds which was temporarily extinguished, has been re-exhibited.

Remarks.—The particulars of light are the same as described in the Admiralty list of lights.

Charts which were temporarily affected.—No. 1003, Beira Harbour.

„ 648, Delagoa Bay to River Zambezi.

Publications.—East Coast of Africa Pilot, Part III, 1915, page 224.

List of Lights, Part VI, 1920, No. 76.

Authority.—The Port Officer Beira, dated 10th May 1920.

INDIA—WEST COAST.

Buoys between Alibag and Bhalkal removed for the South West Monsoon.

No. 199 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 95M. of 1920), are republished:—

Former Notice No. 87-M. of 1920. (This Office No. 176 of 1920.)

Details.—The following buoys were removed from their positions for the South West Monsoon on the dates noted against them:—

Alibag Reef Buoy	...	15th May 1920.
Bankot Creek Buoy	...	22nd May 1920.
Ambalgarh Reef Buoy	...	16th May 1920.
Malvan Rock Buoy	...	25th May 1920.
Malvan Port Harbour	...	31st May 1920.
Malvan Johnston Castle Rock Buoy	...	26th May 1920.
Malvan Rajkot Fort Buoy	...	24th May 1920.
Chaldea Rock Buoy	...	22nd May 1920.
Vengurla Bubra Rock Buoy	...	19th May 1920.
Vengurla Harbour Buoy	...	20th May 1920.
Bhatkul Rock Buoy	...	16th May 1920.
Modeshwar Dart Rock Buoy	...	13th May 1920.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, 15th June 1920.

INDIA—WEST COAST.

Bombay Harbour—New Beacon Destroyed.

No. 200 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 99M. of 1920), are republished:—

Position.—At a distance of about 2½ cables 344° from Tucker Beacon.

Lat. 18° 56' 16" N.

Long. 72° 52' 26" E.

Details.—The new Beacon, surmounted by a triangle, situated in the above position, has been washed away and will not be re-erected.

Charts affected.—No. 655, Port of Bombay.

.. 2621, Bombay Harbour.

Publication.—West Coast of India Pilot, 1909, page 221.

Authority.—The Port Officer, Bombay, dated 24th June 1920.

INDIA—WEST COAST—GULF OF CAMBAY.

Bhaunagar Light-house Destroyed.

No. 201 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 100M. of 1920), are republished:—

Position.—Lat. $21^{\circ} 47' N.$

Long. $72^{\circ} 08' E.$

Details.—The fixed white light (at Rewapuri) which marked the entrance to this creek has been destroyed.

Caution.—Mariners are hereby warned to take more precaution in entering or leaving this port, till a new light is re-erected.

Remarks.—A post will be erected as a temporary measure to indicate the position of the destroyed light-house.

Charts affected.—No. 1035, Piram Island to Bhaunagar.

“ 51, Gulf of Cambay.

“ 2736, Gulf of Kutch to Vizianagaram.

“ 826, Karachi to Vengurla.

“ 1012, Arabian Sea.

Publications.—West Coast of India Pilot, 1909, page 267.

List of Lights, Part VI, 1920, No. 365.

Indian List of Lights, 38th issue, 1919, No. 74.

Authority.—The Port Officer, Bhaunagar, dated 16th June 1920.

AUSTRALIA—EAST COAST.

Richmond River lights—Intended alteration in characteristics of main light. Subsidiary light to be discontinued.

No. 202 (third publication).—

Subject.—The fixed white light (main light) on North Head, Richmond River entrance, will be replaced by a group flashing white light (U), and, further, that the subsidiary fixed white light on North Head will be discontinued, on or about 1st October 1920.

Position.—On North Head, Lat. $28^{\circ} 52' S.$, long. $153^{\circ} 37' E.$ on Chart No. 1028.

Details.—The fixed white light (main light) will be replaced by a new light having the undermentioned characteristics:—

Character.—Group flashing white light, showing four flashes in quick succession every twelve seconds, thus;

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$\frac{1}{2}$ sec.

Visibility.—12 miles.

Power.—1,500 candles.

Remarks.—The light will be unwatched.

- The subsidiary fixed white light situated 33 yards 123° (S. 67° E. Mag.) from the main light, will be discontinued.

The Lightkeeper will be withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1379, Plan of Richmond River entrance.

- „ 1028, Evans Head to Danger Point.
- „ 3622, Port Jackson to Cape Byron.
- „ 3623, Cape Byron to Lady Elliott Island.
- „ 2759b, Australia, Southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2584.

Australia Pilot, Vol. III, 1916, page 85.

Sailing Directions for the Coast of New South Wales, Second Edition, 1920, page 91.

Authority.—Melbourne Notice No. 11 of 1920.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating light-vessel—Temporary alteration in position.

No. 203 (third publication).—

Subject.—The Bombay Floating light-vessel is now moored in the following position and will remain there until weather permits her to be placed in the former position.

Position (approx.).—At a distance of about 2 miles S. 20° W. from the Prongs light-house.

Charts temporarily affected.—No. 2621, Bombay harbour.

- „ 737, Arnala island to Kundari island.
- „ 2736, Gulf of Kutch to Vizadrug.
- „ 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1909, page 215; Revised Supplement (3) 1918.

Authority.—Director, R. I. Marine, Bombay, telegram dated 10th July 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, AUGUST 25, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, the 9th August 1920.

PHILIPPINE ISLANDS—LUZON, LAMON BAY.

Baliskan Islet—Light established.

No. 220 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 999 of 1920), are republished:—

Position.—Lat. $14^{\circ} 14' 35''$ N., long. $121^{\circ} 53' 35''$ E.

Abridged description.—Lt. Fl., ev. 5 sec., vis. 12 m. (U).

Characteristics:

Character.—*Flashing white every five seconds.*

Elevation.—55 feet.

Visibility.—12 miles.

Structure.—White concrete pillar, 30 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

“ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1920, No. 1323a.

Eastern Archipelago Pilot, Part I, 1911, page 546.

Authority.—Bureau of Commerce and Industry Light List Manila. (H. 3712/20.)

WIRELESS METEOROLOGICAL INFORMATION TO AND
FROM SHIPS AT SEA.

General Remarks.

No. 221 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1000 of 1920), are republished:—

*Former Notice—No. 703 of 1920 (This Office No. 156 of 1920);
hereby cancelled.*

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmission. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

Issue of Weather Bulletins to Ships.

6. A wireless weather bulletin may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions; and/or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The

same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

SCHEDULE OF WIRELESS WEATHER BULLETINS

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
AUSTRALASIA :			
Adelaide Radio ...	VIA	0900, 1030	600
Brisbane Radio ...	VIB	1230, 1300	600
Hobart Radio ...	VIH	1200	600
Melbourne Radio ...	VIM	0930, 1100	600
Sydney Radio (Pennant Hills)	VIS		600
Awanui Radio ...	VLA		
Awarua Radio ...	VLB		
Wellington Radio ...	VLW		
Chatham Is ...	VLC		
Macquarie Is. Radio ...	VIQ		
		No details	No details
BRAZIL :			
Ilha do Governador ...	SOH	0000*	1800
CHINA :			
Shanghai—Zikawei ...	FFZ	0300*, 0900	600
FRANCE :			
Eiffel Tower ...	FL	0945†, 2330*	2500
FRENCH OCEANIA :			
Papeete, Ile Tahiti ...	FOP	1100, 2300	600
GERMANY :			
Norddeich ...	KAV	1200, 2200	1650
GREAT BRITAIN :			
Poldhu "Western" ...	MPD	0930	2700
Cleethorpes "Eastern" ...	BYB	1700	3000
" " "Northern" ...	BYB	1700	3000
" " "Scandinavia" ...	BYB	1700	3000
HAWAIIAN IS. :			
Pearl Harbour ...	NPM	{ 0230, 0630 1830, 2230 }	? 600
HOLLAND :			
Scheveningen ...	PHC	1115, 2315	1800

* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters. (2.)	Time (G.M.T.) (3.)	Wave (Metres) (4.)
INDIA:			
Calcutta Radio	VWC	0730*, 1910	9000
Karachi Radio	VWK		2000
Rangoon Radio	VTR	0730, 1910	1200
Bombay Radio	VMB		2000
Madras Radio	VWM	0740, 1920	2000
Port Blair	VTP		1200
JAPAN:			
Choshi	JCS	1200*	600
Dairenwan	JDA	1200	600
Fuki Kaku	JKF	1130	600
MEDITERRANEAN:			
Rinella	BYZ	2100	2700
MEXICO:			
Campeche	XAB		
Guayamas	XAH		
Mazatlan de Sinaloa	XAE	1837*	600
Payo Obispo	XAC		
Vera Cruz	XAA		
PHILIPPINES:			
Kavite	NPO	{ 0300 1400 }	952 5000 (Continuous wave.)
SAMOA:			
Tutuila	NPU	{ 0330, 0730 1930, 2330 }	600
SOUTH AFRICA:			
Capetown Radio	MNC	1115	600
Durban Radio	VND	1115	600
SPAIN:			
Madrid	EGC	1330	2000
UNITED STATES:			
Washington (Arlington)	NAA	0300* & 1700*	2500
Annapolis	NBR	0130, 1330	1700
Key West	NAR	0300*	1500
S. Francisco	NPH	0600*	600 & 950
North Head	NPE	0600	600 & 950
S. Diego	NPL	0600	600 & 950

* Weather bulletin follows a time signal.

Note.—This Notice will be subject to revision from time to time.*Authority.*—The Lords Commissioners of the Admiralty. (H. 4113/20.)**JAPAN—SHIMONOSEKI KAIKYO, WESTERN APPROACH.***Wakamatsu Ko Light—Alteration in Characteristics.*

No. 222 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1011 of 1920), are republished:—

Position.—On the outer extremity of the breakwater.Lat. $33^{\circ} 55' N.$, long. $130^{\circ} 49' E.$ *New abridged description.*—Lt. Occ., Red, ev. 6 sec., 29 ft., vis. 10 m.

Details.—The fixed red light has been replaced by a light having the undermentioned characteristics:—

Character.—*Occulting red every six seconds, thus:—*

Light,	eclipse.
3 secs.	3 secs.

Visibility.—10 miles.

Power.—300 candles.

Remarks.—The other characteristics of the light remain unchanged.

Charts affected.—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

Publications.—List of Lights, Part VI, 1920, No. 1921.

Japan Pilot, 1914, page 554.

Authority.—Tokyo Notice No. 513 of 1920.

(H. 3655/20.)

JAPAN—HONSHU, EAST COAST.

Otsura (Isohama)—Light discontinued.

No. 223 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1012 of 1920), are republished:—

Position.—Lat. $36^{\circ} 18\frac{1}{4}'$ N., long. $140^{\circ} 34\frac{1}{4}'$ E.

Description.—An occulting white light.

Remarks.—This light, which was extinguished in 1919, has been permanently discontinued and is to be expunged from the charts.

Charts affected.—No. 3334, Tokyo to Sendai bay.

„ 2347, Honshu, Kiushu, and Shikoku, &c.

„ 781, Pacific ocean—north-west sheet.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2068.

Japan Pilot, 1914, page 229; Revised Supplement (2), 1919.

Authority.—Tokyo Department of Communications Notice No. 532 of 1920. (H. 3836/20.)

CHINA, EAST COAST—WEI HAI WEI ANCHORAGE.

Leu Kung Tau—Mooring buoy established southward of; Mooring buoys withdrawn.

No. 224 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1018 of 1920), are republished:—

1. Mooring buoy established:

Position.—At a distance of 535 yards, 162° , from the iron chimney near the inshore end of the iron pier.
Lat $37^{\circ} 30'$ N., long $122^{\circ} 10'$ E.

Description.—Mooring-buoy.

2. Mooring-buoys withdrawn:

Details.—All the other mooring-buoys to the southward of Leung kung tau, including the target moorings southward of the Parade ground, have been withdrawn and are to be expunged from the charts.

Charts affected.—No. 3025, Wei hai wei anchorage.

“ 2823, Wei hai wei and approaches.

Publication.—China Sea Pilot, Vol. V, 1912, page 456.

Authority.—Commander-in-Chief, China. (H. 3961/20.)

PHILIPPINE ISLANDS—LUZON.

Burias Pass—Existence of rock.

No. 225 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1022 of 1920), are republished:—

Position (approximate).—At a distance of about 5 miles northward of Boca Engano.

Lat. $12^{\circ} 52' 30''$ N., long. $123^{\circ} 18' 00''$ E.

Depth.—Less than 6 feet.

Remarks.—The position of this rock is doubtful and it is to be marked “P. D.” on the charts.

Charts affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

“ 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 478.

Authority.—U.S.A. Government Chart. (H. 1003/20.)

PHILIPPINE ISLANDS—MINDANAO, NORTH COAST.

Nasipit Harbour—Light established.

No. 226 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1023 of 1920), are republished:—

Position (approximate).—On the bluff on the western side of the harbour entrance, and at a distance of 6 $\frac{1}{2}$ cables, 276° , from the western corner of Nasipit house.

Lat. $8^{\circ} 58' 4''$ N., long. $125^{\circ} 19' 4''$ E.

Abridged description.—Lt. Fl., ev. 5 sec. vis. 15 m. (U) (posn. approx.).

Characteristics:

Character.—Flashing white every five seconds.

Visibility.—15 miles.

Structure.—Beacon.

Note.—The light is unwatched.

Charts affected.—No. 957, Plan of Nasipit harbour.

„ 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1920, No. 1161a.

Eastern Archipelago Pilot, Part I, 1911, page 433.

Authority.—Manila Notice No. 16 of 1919. (H. 1731/20.)

BAY OF BENGAL—CHITTAGONG COAST.

Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar

No. 227-I (first publication).—

Subject.—The mark “Disc above two battens” leading over the Outer Bar was removed on the 29th July 1920.

Chart affected.—No. 84, Chittagong (Karnafuli) river.

Publication.—Bay of Bengal Pilot, 1910, page 322.

Authority.—Port Officer, Chittagong, Notice, dated 30th July 1920.

The 2nd August 1920.

EASTERN ARCHIPELAGO—CELEBES, SOUTH EAST COAST.

Batu Ata (Hagedis Island) and vicinity—Amendments to charts.

No. 216 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 959 of 1920), are republished:—

Position.—Batu Ata (Hagedis island), north point, lat. $6^{\circ} 11' S.$, long. $122^{\circ} 41' E.$

Details.—(1) The amended position and description of Batu Ata is shown on the accompanying reproductions of portions of charts Nos. 3616, 942a, 2759a and 1263.

The amended position of the drying rock southward of the foregoing island is also shown on the reproduction.

(2) A reliable survey has failed to reveal any trace of the following reefs, which have in consequence been omitted from the reproductions:—

(a) Reef formerly shown on charts about 10 miles southward of Batu Ata, and marked “E. D.”

(b) Six Feet bank eastward of Batu Ata.

(c) The circular bank southward of Six Feet bank.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.
 .. 942a, Eastern archipelago—sheet III.
 .. 2759a, Australia—northern portion.
 .. 1233, China sea.
 .. 2483, Atlantic and Indian oceans, &c.
 .. 2683, Pacific ocean.
 .. 2937, Oceanic soundings, Indian and Western
 Pacific oceans.

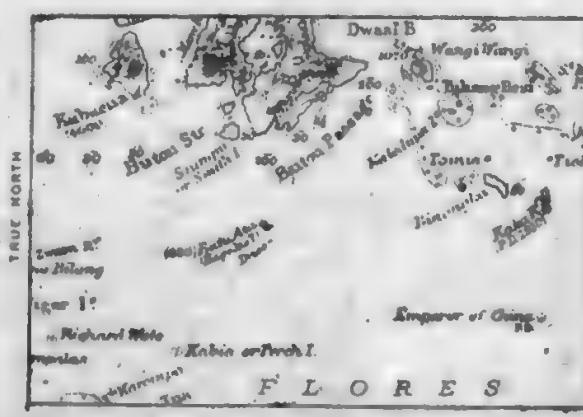
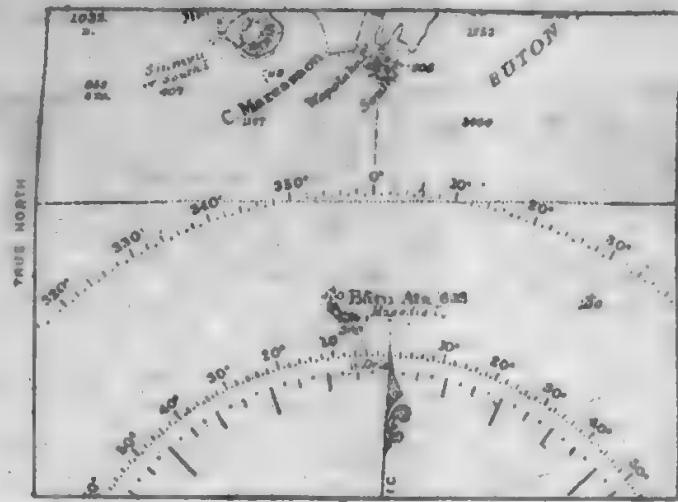
Publication.—Eastern Archipelago Pilot, Part II, 1913, page 476.

Authority.—Netherlands Government Chart and Hague Notice No. 2038 of 1919. (H. 7818-19.)

To accompany Admiralty Notice to Mariners No 850 of 1920.



Reproduction of Portion of Chart No. 1263



CHINA SEA—GASPAR STRAIT.

Mendanau Strait and approaches—Amendments to chart with regard to shoals.

No. 217 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 960 of 1920), are republished:—

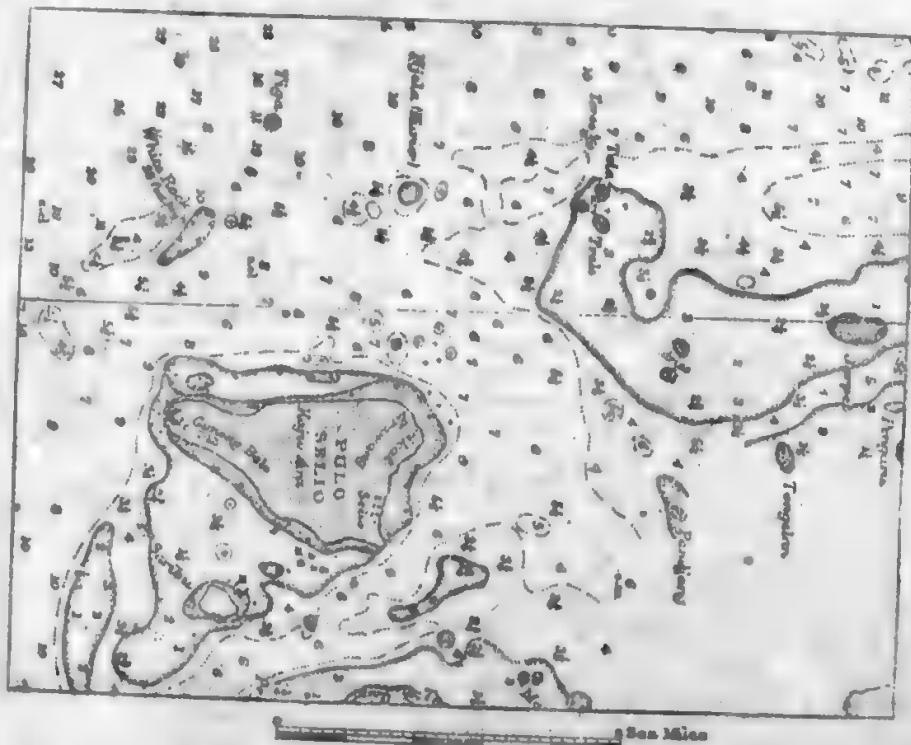
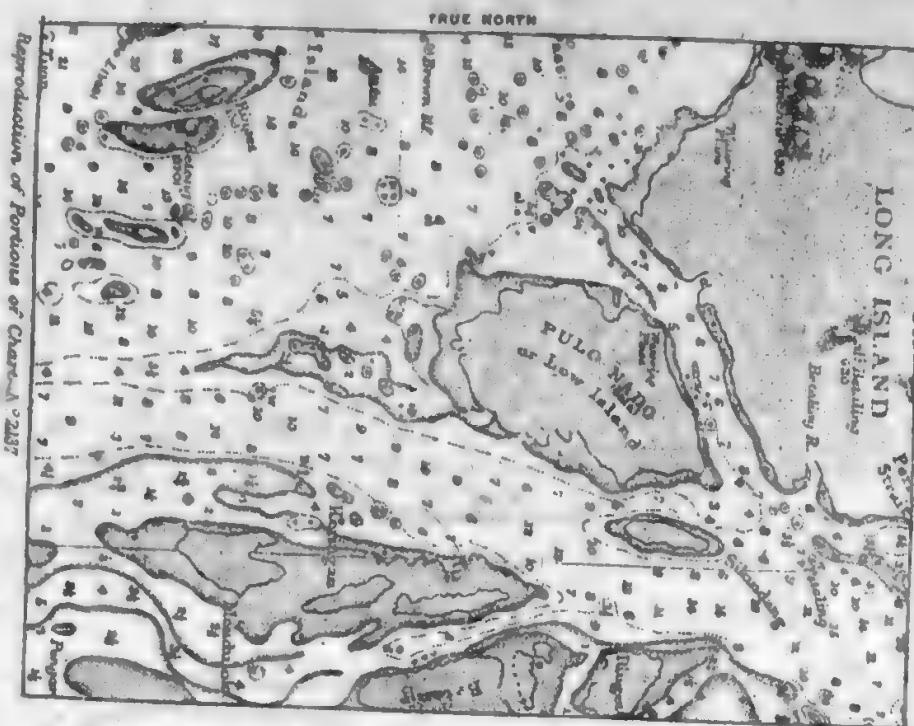
Position.—Pulo Mendanau, south point, lat. $2^{\circ} 56\frac{1}{2}'$ S., long. $107^{\circ} 25'$ E.

Details.—Amendments to the chart with regard to shoals in Mendanau strait and southern approaches, embodying the latest information received, are shown on the accompanying reproduction of a portion of chart No. 2137.

Chart affected.—No. 2137, Gaspar strait.

Publication.—China Sea Pilot, Vol. II, 1915, pages 156, 158, 159, 160.

Authority.—Netherlands Government Chart. (H. 9358-19.)



RED SEA.

Suez Bay—Telegraph buoys established; Caution with regard to cables.

No. 218 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 968 of 1920), are republished:—

Position.—Port Ibrahim South mole head, lat. $29^{\circ} 56\frac{1}{4}'$ N., long. $32^{\circ} 33\frac{1}{4}'$ E.

(1) Telegraph buoys established:

Position.—(a) At a distance of $16\frac{1}{2}$ cables, 257° , from the green light on the South mole head at Port Ibrahim.
(b) At a distance of 2 miles $6\frac{1}{2}$ cables, 263° , from the green light referred to above.

Description.—Each a black and white vertically striped buoy with ball topmark.

(2) Caution with regard to cables:

Caution.—Owing to the existence of telegraph cables vessels are warned not to anchor within an area bounded by the following limits:—

(a) **On the East**—By a line drawn from a position $18\frac{1}{2}$ cables, 304° , from the green light on the South mole head at Port Ibrahim, in a 178° direction for a distance of $16\frac{1}{2}$ cables, thence in a 220° direction for a distance of $14\frac{1}{2}$ cables, thence in a 137° direction for a distance of $17\frac{1}{2}$ cables, thence in a 163° direction for a distance of 12 cables.
(b) **On the West**—By a line drawn from a position 2 miles $4\frac{1}{2}$ cables, 290° , from the green light referred to above, in a 202° direction for a distance of $10\frac{1}{2}$ cables, thence in a 219° direction for a distance of 2 miles $3\frac{1}{2}$ cables, and thence in a 140° direction to Ras el Adabieh.

Note.—The above-mentioned limits are to be indicated on the charts by pecked lines and a cautionary note inserted.

Charts affected.—No. 734, Suez bay.
" 233, Suez canal.

Publication.—Red Sea, &c., Pilot, 1909, page 88.

Authority.—Eastern Telegraph Company, Ltd. (H. 3188-20.)

JAPAN—HONSHU, SOUTH COAST.

Su-no-saki—Light established.

No. 219 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 981 of 1920), are republished:—

Position.—Lat. $34^\circ 58' 38''$ N., long. $139^\circ 45' 40''$ E., on chart No. 2657.

Abridged description.—Lt. Alt. Fl., W.R., ev. 30 sec., 143 ft., vis. 18 m.

Characteristics:—

Character.—An alternating flashing white and red light every thirty seconds.

Elevation.—143 feet.

Visibility.—18 miles; from 347° , through north, to 258° .

Power.—17,000 candles.

Structure.—White circular concrete tower, 40 feet in height.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

" 953, Omai saki to Tsurugi saki.

" 3334, Tokye to Sendai bay.

" 996, Kii suido to Tokyo.

" 2347, Honshu, Kiusiu and Shikoku, &c.

" 2459, North-west Pacific ocean, &c.

" 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI, 1920, No. 2062a.

Japan Pilot, 1914, page 197.

Authority.—Tokyo, Department of Communications Notices No. 1531 of 1919 and No. 526 of 1920. (H. 197 & 3656-20.)

The 26th July 1920.

AUSTRALIA, EAST COAST—NEW SOUTH WALES.

Kiama Harbour—Existence of shoal.

No. 210 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 924 of 1920), are republished:—

Position.—At a distance of half a cable, 320° , from the crane on the Illawarra Steam Navigation Company's wharf.

Lat. $34^{\circ} 40' 4''$ S., long. $150^{\circ} 53' E.$

Depth.—6 feet (rock).

Chart affected.—No. 1020, Plan of Kiama harbour.

Publication.—Australia Pilot, Vol. II, 1918, page 476.

Authority.—New South Wales Harbours and Rivers Department Chart. (H. 3343-20.)

CHINA SEA.

Swatan—Special Traffic Regulations no longer in force.

No. 211 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 932 of 1920), are republished:—

Former Notice.—No. 307 of 1920 (This office No. 99 of 1920); hereby cancelled.

Notice is given that the special traffic regulations for Swatan published in the former Notice quoted above, are no longer in force.

Authority.—Acting Coast Inspector, Shanghai. (H. 7592-19.)

CHINA, EAST COAST—NIMROD SOUND.

Pearl and Cone Rocks—Beacons disappeared.

No. 212 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 933 of 1920), are republished:—

Position.—Pearl rock, lat. $29^{\circ} 39' 4''$ N., long. $121^{\circ} 54' 4''$ E.

Cone rock, lat. $29^{\circ} 37' 4''$ N., long $121^{\circ} 50' E$

Details.—The two beacons formerly marking the above rocks have disappeared and are to be expunged from the charts.

Charts affected.—No. 1583, Nimrod sound.

1811, Kue shan islands to Nimrod sound.

1429, Nimrod sound to Yung river.

1199, Kue shan islands to the Yang tse kiang.

Publication.—China Sea Pilot, Vol. V, 1912, page 289; Supplement No. 4, 1919.

Authority.—H.M.S. Hawkins, Hyd. Notice No. 1 of 1920. (H. 3438/20.)

MADAGASCAR, EAST COAST—ISLAND OF ST. MARY.

Point Halbrand (Albrand) light—Amended position.

No. 213 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 934 of 1920), are republished:—

Position.—At a distance of about three-quarters of a mile south-westward from charted position and about $2\frac{1}{4}$ miles from the extremity of Point Halbrand.

Lat. $16^{\circ} 42' 55''$ S., long. $50^{\circ} 03' 05''$ E., on chart No. 683.

Description.—A *flashing white* light, as described in the Admiralty List of Lights.

Note.—The light is to be moved on the charts to the position given above and the note "(position uncertain)" is to be expunged.

Charts affected.—No. 683, Island of St. Mary, &c.

„ 759b, Antongil bay to Ambatosoa.

Publications.—List of Lights, Part VI, 1920, No. 193.

South Indian Ocean Pilot, 1911, page 272.

Authority.—Paris Notice No. 2591 of 1919. (H. 9883-19.)

AUSTRALIA—SOUTH COAST, SPENCER GULF.

Tipara Reef light.—Intended alteration in characteristics; Signal Station and Fog Gong to be discontinued.

No. 214 (third publication) —

Subject—The Flashing Light with White and Red Sectors, on Tipara Reef, will be replaced by a Group Flashing Light with White and Red Sectors (U); and, further, that the Signal Station and Fog Gong will be discontinued on or about 1st October, 1920.

Position.—Lat. $34^{\circ} 04' S.$, long. $137^{\circ} 24' E.$, on Chart No. 2389.

Details.—The Flashing Light with White and Red Sectors will be replaced by a new Light having the undermentioned characteristics:—

Character.—*Group Flashing Light*, with *White and Red Sectors*, showing *two flashes in quick succession every ten seconds*, thus:

Flash	Eclipse	Flash	Eclipse
$\frac{1}{4}$ sec	1 sec	$\frac{1}{3}$ sec	8 secs

Visibility.—*White*, 15 miles. *Red*, 7 miles.

Power.—*White*, 5000 candles. *Red*, 2000 candles.

Remarks.—The Light will be unwatched.

The Signal Station and Fog Gong will be discontinued and the Lightkeepers withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 402, Wallaroo and Tipara Bays.

„ 2389, St. Vincent and Spencer Gulfs.

„ 2759b, Australia, Southern Portion.

Publications.—List of Lights and Time Signals, Part VI, 1919, No. 2323

Australia Pilot, Vol. 1, 1918, pages 206, 207.

Authority.—Melbourne Notice No. 12 of 1920.

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Flat Top Islet Light—Intended alteration in characteristics.

No. 215 (third publication).—

Subject.—The Fixed Light with White and Red Sectors on Flat Top Islet will be replaced by a Group Flashing Light with White and Red Sectors (U) on or about 1st October, 1920.

Position.—On summit of Flat Top Islet.

Lat. $21^{\circ} 09'$ S.; long. $149^{\circ} 16'$ E. on Chart No. 347.

Details.—The Fixed Light with White and Red Sectors will be replaced by a New Light having the undermentioned characteristics:—

Character.—*Group Flashing Light, with White and Red Sectors, showing four flashes in quick succession every twenty seconds, thus:*

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{4}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$\frac{15}{16}$ sec.

Power.—White, 2000 candles. Red, 800 candles.

Remarks.—The light will be unwatched.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 347. Percy Isles to Whitsunday Island, with plan of approaches to Pioneer River.

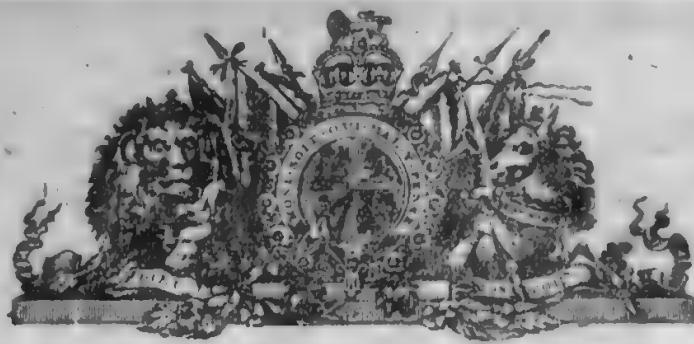
„ 2763, Coral Sea and Great Barrier Reefs, sheet I.

„ 2759a, Australia, Northern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2683
Australia Pilot, Vol. IV, 1917, page 120.

Authority.—Melbourne Notice No. 13 of 1920.

N. K. THYNE, COMDR., R.I.M.,
Dy. Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, SEPTEMBER 1, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.

F. A. A. COWLEY,

Secy. to the Govt. of Bengal.

CALCUTTA, the 19th August 1920.

SUMATRA, WEST COAST.

Simalur Island—Amendments to charts with regard to shoals.

No. 228 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1032 of 1920), are republished:—

Position.—(a) Telok Dalam entrance, lat. 2° 40' N., long. 96° 10' E.

(b) Pulo Minchau, lat. 2° 22' N., long. 96° 11' E.

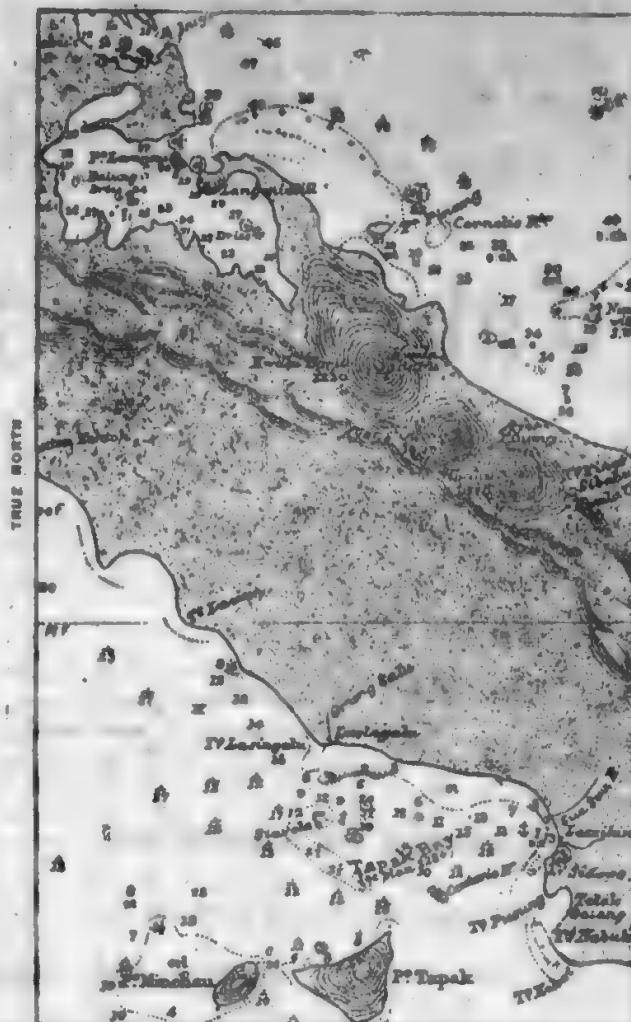
Details.—The accompanying reproduction of a portion of chart No. 2201 shows amendments to the chart with regard to shoals off the entrance to Telok Dalam and northward of Pulo Minchau.

Charts affected.—No. 2201, Simalur island.

“ 2760, Aceh head to Chingkuk bay.

Publication.—China Sea Pilot, Vol. I, 1916, pages 408, 409, 415.

Authority.—Netherlands Government Chart. (H. 9137/19.)



Reproduction of Portion of Chart N°229

10 Sea Miles

BORNEO, NORTH-WEST COAST.

Barram Point—Reported extension of shoal off.

No. 229 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1033 of 1920), are republished:—

Position.—Barram point, lat. $4^{\circ} 37' N.$, long. $113^{\circ} 59' E.$

Details.—The shoal off Barram point is reported to be extending as indicated in the following cautionary note, which is to be inserted on the charts:—

"Shoal water repd. to have extended 5 miles N. W. from Barram Pt. (1920)."

Charts affected.—No. 2108, Tatan point to Barram point.

“ 2109, Barram point to Nosong point.

“ 2660b, China sea, southern portion—eastern sheet.

Publication.—China Sea Pilot, Vol. IV, 1912, page 86; Revised Supplement (3), 1919.

Authority.—Commander-in-Chief, China Station. (H. 3922/20.)

AUSTRALIA—VICTORIA, PORT PHILLIP ENTRANCE.

Queenscliff High Light—Amendment to Admiralty publications.

No. 230 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1044 of 1920), are republished:—

Position.—On Shortland bluff, lat. $38^{\circ} 16\frac{1}{2}'$ S., long. $144^{\circ} 39\frac{3}{4}'$ E.

New abridged description.—High Lt. F. & Occ., ev. 5 sec., 130 ft., vis. 17 m.

Details.—In addition to the *fixed white* light, an *occulting white* light *every five seconds* is exhibited from the same tower and shows thus:—

Light,	Eclipse,
3 sec.	2 sec.

The *occulting white* light is visible from 37° to 47° , which is 5° on either side of the leading line.

Remarks.—The charts are to be corrected for the above information and the southern *fixed white* sector of the high light, visible from 14° to 59° , is also to be inserted on the charts.

Charts affected.—No. 2747, Entrance to Port Phillip.

“ 309, Port Phillip—west channel.

“ 1171, Port Phillip.

“ 1695b, Bass strait—western sheet.

Publications.—List of Lights, Part VI, 1920, No. 2420.

Australia Pilot, Vol. II, 1918, page 90.

Authority.—Port Officer, Melbourne. (H. 1077/20.)

CHINA, SOUTH-EAST COAST.

Hongkong Harbour—Alteration in time-signals.

No. 231 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1045 of 1920), are republished:—

Position.—Time-ball tower, Blackhead hill, lat. $22^{\circ} 17\frac{1}{2}'$ N., long. $114^{\circ} 10\frac{1}{2}'$ E.

Details.—The time-ball is now dropped from the Time-ball tower at 22h. 00m. 00s. Standard Time of 120th meridian, corresponding to 14h. 00m. 00s. (0200) Greenwich Mean Time. It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. (0800) Greenwich Mean Time, except on Saturdays, Sundays and holidays.

On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. (0500) Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time.

At night three white vertical lights on the Observatory W/T mast are simultaneously extinguished at the even seconds from 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. (1256) to 1h. 00m. 00s. (1300) Greenwich Mean Time, except at the 2nd, 28th, 50th, 52nd and 54th second of each minute.

The note on the chart is to be amended accordingly.

Remarks.—The ball will be hoisted half-mast at the 55th minute and close up at the 57th minute. Should the time-ball be out of order the above signals will be carried out with flag “Z” the storm-signal mast.

Chart affected.—No. 1459, Hongkong harbour.

Publications.—List of Lights, Part VI, 1920, No. 5141.

China Sea Pilot, Vol. III, 1912, page 507.

Authority.—Director, Royal Observatory, Hongkong. (H. 3883/20.)

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VANUA LEVU.

Savu Savu Point—Light established.

No. 232 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1056 of 1920), are republished:—

Position.—On Point reef, at a distance of 12 cables, 244° , from Via

Via island +.

Lat. $16^{\circ} 49\frac{1}{2}'$ S., long. $179^{\circ} 16\frac{1}{2}'$ E.

Abridged description.—Lt. F., 23 ft., vis. 5 m. (U).

Characteristics:—

Character—Fixed white.

Elevation—23 feet.

Visibility—5 miles.

Structure—Concrete tower, 28 feet in height.

Remarks.—The light has been established to assist local vessels entering and leaving Savu Savu bay at night.

Charts affected.—No. 727, Plan of Savu Savu bay.

" 382, Vanua Levu (central portion), &c.

" 440, Fiji islands, eastern group—northern portion.

" 2691, Fiji islands.

Publications.—List of Lights, Part VI, 1920, No. 3166.

Pacific Islands Pilot, Vol. II, 1918, page 403.

Authority.—H.E. the Governor, Suva, Fiji. (H. 4069/20.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Hitchfield Bank—Amended depth.

No. 233 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1057 of 1920), are republished:—

Position.—Lat. $7^{\circ} 46'$ N., long. $149^{\circ} 42'$ E., on chart No. 980.

Details.—The least depth on the bank is reported to be 5 fathoms, instead of 11 fathoms as hitherto shown on the charts.

Charts affected.—No. 980, Caroline islands.

" 781, Pacific ocean—north-west sheet.

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 410.

Authority.—Tokyo Notice No. 59 of 1920. (H. 4041/20.)

PERSIAN GULF.

Bahrein Harbour approach, Inner Light-buoy—Light temporarily extinguished.

No. 234 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 111M. of 1920), are republished:—

Position.—About 3 miles east-south-eastward of Jadum shoal.

Lat. $26^{\circ} 20\frac{1}{2}'$ N., long. $50^{\circ} 34\frac{1}{2}'$ E.

Details.—The red flashing light, exhibited from the red conical buoy, in the above position, has been temporarily extinguished.

Charts temporarily affected.—No. 20, Bahrein Harbour.

" 2837b, Persian Gulf—western sheet.

Publications.—Persian Gulf Pilot, 1915, page 124.

Indian List of Lights, 38th issue, 1919, No. 23.

Authority.—The Port Officer, Basra, dated 23rd July 1920.

PERSIAN GULF.

Abu Shahr (Bushire), Outer Anchorage Light buoy—Light temporarily extinguished.

No. 235 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 112M. of 1920), are republished:—

Position.—About 4 miles and 2 $\frac{1}{2}$ cables, 262° from Residency Flag Staff. Lat. 28° 58' 32" N., long. 50° 44' 52" E.

Details.—The white flashing light, exhibited from the red conical buoy in the above position has been temporarily extinguished.

Charts temporarily affected.—No. 27, Abu Shahr (Bushire).

“ 2837b, Persian Gulf—western sheet.

Publications.—Persian Gulf Pilot, 1915, page 261.

Indian List of Lights, 38th issue, 1919, No. 34.

Authority.—The Port Officer, Basra, dated 23rd July 1920.

INDIA—WEST COAST—CAPE COMORIN.

Wadge Bank—Existence of shoal and discoloured water southward of.

No. 236 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 113M. of 1920), are republished:—

Details.—The Master of ss. "West Calumb" reports having sighted, on 13th July 1920, a shoal and discoloured water in the following position:—

(a) **Shoal**—

Position approximate.—About 48 miles southward of Wadge Bank.
Lat. 6° 52' N., long. 77° 12' E.

Description.—A shoal with sea continually breaking over it.

(b) **Discoloured water**—

Position.—At a distance of about 5 miles westward from the position (a).

Lat. 6° 52' N., long. 77° 07' E.

Charts affected.—No. 827, Vengurla to Cape Comorin.

“ 828, Cape Comorin to Coconada.

“ 70, Bay of Bengal.

“ 748b, Indian Ocean, northern portion.

Publication.—West Coast of India Pilot, 1919, page 123.

Authority.—The Port Officer, Aden, dated 14th July 1920.

INDIA—WEST COAST.

Jaigarh outer light—Information with regard to period.

No. 237 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 114M. of 1920), are republished:—

Position.—On the western point on Jaigarh headland.

Lat. 17° 17 $\frac{1}{2}$ ' N., long. 73° 10 $\frac{1}{2}$ ' E.

Details.—The period of the occulting white light is now every 15 seconds thus:—

Light.	Eclipse.
10 secs.	5 secs.

Remarks.—The other particulars of the light are the same as described in the Lists of Lights. Further notice will be given when the light has resumed its normal period of occulting every 20 seconds.

Charts temporarily affected.—No. 247, Jaigarh,
 " 739, Boria Pagoda to Achra
 River.

" 2736, Gulf of Kutch to Vizadrug.
 " 826, Karachi to Venguria.

Publications.—List of Lights, Part VI, 1920, No. 410.
 Indian List of Lights, 38th issue, 1919, No. 18.
 West Coast of India Pilot, 1919, page 202.

Authority.—Hydrographic Note, H. M. S. "Colombo."

INDIA—WEST COAST—GOA COAST.

Marmagoa Rock—Buoy disappeared.

No. 238 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 115M. of 1920), are republished:—

Position.—At a distance of about 8 cables, 323° from the Marmagoa Fort, Lat. $15^{\circ} 25\frac{1}{2}'$ N., long. $73^{\circ} 47\frac{1}{2}'$ E.

Details.—Information has been received from the Chief Naval Services, Nova Goa, that the black truncated-conical buoy, marking the Marmagoa Rock, has disappeared.

Caution.—Mariners are warned accordingly.

Charts temporarily affected.—No. 492, Aguada to St. George Island.

" 740, Achra River to Cape Ramas.

Authority.—The Port Officer, Bombay, dated 27th July 1920.

ARABIA, NORTH-EAST COAST—GULF OF OMAN.

Maskat Island—Light not yet exhibited.

No. 239 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 116M. of 1920), are republished:—

Former Notice No. 50-M. of 1919. (Admiralty No. 1769 of 1919).
 (This Office No. 222 of 1919.)

Position.—At a distance of about $2\frac{1}{2}$ cables, 132° from Fisher's rock, Lat. $23^{\circ} 37\frac{1}{2}'$ N., long. $58^{\circ} 36\frac{1}{2}'$ E.

Details.—This flashing white light has not yet been officially exhibited.

Remarks.—Further notice will be given when the light is exhibited.

Charts affected.—No. 2869, Maskat and Al Matrah.

" 2837a, Persian Gulf, eastern sheet.

" 38, Maskat to Karachi.

" 10c, Maskat to Ras Sukra.

Publications.—List of Lights, Part VI, 1920, No. 290.

Indian List of Lights, 38th issue, 1919, No. 18.

Persian Gulf Pilot, 1915, page 43.

Authority.—The Director of the Royal Indian Marine, Bombay, dated 28th July 1920.

INDIA—WEST COAST.

Bombay Harbour approaches—Fishing stakes removed.

No. 240 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 117M. of 1920), are republished:—

Former Notice No. 29M. of 1920. (This Office No. 83 of 1920.)

Details.—All the groups of fishing stakes on the coast of the Thana district, which were reported to lie within the prohibited area, between—

Lat. $19^{\circ} 00'$ N. and lat $19^{\circ} 05'$ N., long $72^{\circ} 31'$ E. and long. $72^{\circ} 40'$ E.

have been removed.

Charts affected.—No. 2621, Bombay Harbour.

" 737, Arnala Island to Kundari Island.

" 2736, Gulf of Kutch to Vizinadrug.

" 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1909, page 213.

Authority.—Secretary to Government, Marine Department, Bombay Castle, dated 27th July 1920.

AUSTRALIA—EAST COAST—INNER BARRIER ROUTE

Port Douglas light—Intended alteration in characteristics; Red sector to be inserted.

No. 241 (first publication).—

Date of alteration.—On or about 1st October 1920.

Position.—On Island Point.

Lat. $16^{\circ} 28\frac{1}{2}'$ S., long. $145^{\circ} 28'$ E. on Chart No. 2924.

Details.—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

Character.—Group Flushing Light, with White and Red Sectors showing four flashes in quick succession every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	15 secs.

Sectors.—White from 151° (S. 35° E. Mag.) through South and West to 287° (N. 79° W. Mag.); Red thence to 331° (N. 35° W. Mag.); Obscured elsewhere.

Visibility.—White, 10 miles. Red, 6 miles.

Power.—White, 1,000 candles. Red, 400 candles.

Remarks.—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 2924, Cape Grafton to Hope Islands.

" 2764, Coral Sea and Great Barrier Reefs, Sheet II.

" 2759a, Australia, Northern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2734.

Australia Pilot, Vol. IV, 1917, page 206.

Authority.—Melbourne Notice No. 14 of 1920.

AUSTRALIA—EAST COAST—INNER BARRIER ROUTE

Rocky Islet light—Intended alteration in characteristics. Signal station to be discontinued.

No. 242 (first publication).—

Date of alteration.—On or about 18th October 1920.

Position.—On western slope of Rocky Islet.

Lat. $15^{\circ} 37'$ S., long. $145^{\circ} 20'$ E. on Chart No. 2923.

Details.—The fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

Character.—Flashing White Light showing one flash every second thus:—

Flash	Eclipse
$\frac{1}{2}$ sec.	$\frac{1}{2}$ sec.

Visibility.—15 miles.

Power.—2,500 candles.

Remarks.—The light will be unwatched.

The Signal Station will be discontinued, and the Light-keeper withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No 2923, Hope Islands to Turtle Group.

“ 2764, Coral Sea and Great Barrier Reefs, Sheet 11.

“ 2759a, Australia, Northern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920.

No. 2740,

Australia Pilot, Vol. IV, 1917, page 213.

Authority.—Melbourne Notice No. 15 of 1920.

AUSTRALIA—SOUTH-WEST COAST—ROTTNEST ISLAND.

Bathurst Point light—Intended alteration in character.

No. 243 (first publication).—

Date of alteration.—On or about 15th October 1920.

Position.—Lat. $31^{\circ} 59' S.$, long. $115^{\circ} 33' E.$ on Chart No. 1058.

Details.—The fixed White Light will be replaced by a New Light having the undermentioned character:—

Character.—Group Flashing White Light, showing four flashes in quick succession every twelve seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	$7\frac{1}{2}$ sec.

Remarks.—The light will be unwatched.

The light-keeper will be withdrawn.

The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1058, Rottnest Island to Warnbro Sound.

“ 1033, Champion Bay to Cape Naturaliste.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2270.

Australia Pilot, Vol. V, 1914, page 359.

Authority.—Melbourne Notice No. 16 of 1920.

AUSTRALIA—EAST COAST.

Clarence River light—Intended alteration in characteristics.

No. 244 (first publication).—

Date of alteration.—On or about 1st November 1920.

Position.—On South Head.

Lat. $29^{\circ} 26' S.$, long. $153^{\circ} 23' E.$ on Chart No. 1027.

Details.—The Fixed White Light will be replaced by a New Light having the undermentioned characteristics:—

Character.—Group Flashing White Light, showing three flashes in quick succession every nine seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	1 sec.	$\frac{1}{2}$ sec.	6 secs.

Visibility.—12 miles.

Power.—1,500 candles.

Remarks.—The light will be unwatched.

The Light-keeper will be withdrawn.

The other details of the light will remain unchanged.

Note—No further notice will be given.

Charts affected.—No. 1379, Plans in New South Wales—Clarence River entrance.

“ 1027, Coffs Island to Evans Head.

“ 3622, Port Jackson to Cape Byron.

Publications.—Lists of Lights and Time Signals, Part VI, 1920, No. 2583.

Australia Pilot, Vol. III, 1916, page 83.

Authority.—Melbourne Notice No. 18 of 1920.

INDIA—WEST COAST.

BOMBAY HARBOUR APPROACH.

Bombay floating light-vessel—Replaced in position.

No. 245 (first publication).—

Former Notice.—No. 203 of 1920.

Subject.—The Bombay floating light-vessel has been placed in position.

Position.—Lat. $18^{\circ} 50'$ N., long. $72^{\circ} 44'$ E., with Prongs lighthouse 54° , distant 4·6 miles.

Charts affected.—No. 2621, Bombay Harbour.

“ 737, Arnala Island to Kundari Island.

“ 2736, Gulf of Kutch to Vizadrug.

“ 826, Karachi to Vengurla.

Publications.—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1919, page 220.

Authority.—Director, R. I. Marine, Bombay, telegram dated 18th August 1920.

The 9th August 1920.

PHILIPPINE ISLANDS—LUZON, LAMON BAY.

Baliskin Islet—Light established.

No. 220 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 999 of 1920), are republished:—

Position.—Lat. $14^{\circ} 14' 35''$ N., long. $121^{\circ} 53' 37''$ E.

Abridged description.—Lt. Fl., ev. 5 sec., vis. 12 m. (U).

Characteristics:

Character.—Flashing white every five seconds.

Elevation.—55 feet.

Visibility.—12 miles.

Structure.—White concrete pillar, 30 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

“ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1920, No. 1323a.

Eastern Archipelago Pilot, Part I, 1911, page 546.

Authority.—Bureau of Commerce and Industry Light List Manila. (H. 3712/20.)

WIRELESS METEOROLOGICAL INFORMATION TO AND
FROM SHIPS AT SEA.

General Remarks.

No. 221 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1000 of 1920), are republished:—

Former Notice—No. 703 of 1920 (This Office No. 156 of 1920); hereby cancelled.

1. It is earnestly hoped that all concerned will assist in making the wireless meteorological service a success. Negotiations are now in hand to extend and unify the system of collecting weather data by wireless from ships at sea all over the world, and at the same time to organise the free transmission of weather bulletins from a sufficient number of wireless stations to admit of ships being constantly supplied with reliable weather reports and forecasts wherever they may be.

2. It should be borne in mind that the needs of ships at sea in regard to information regarding the weather will march hand in hand with the requirements of aircraft. The importance of this service will therefore be constantly increasing, and its success or failure will largely depend upon the co-operation of ships at sea in providing the data without which accurate forecasting is impossible. The matter does not depend solely upon the efforts of the ships selected to furnish the data. The essence of success lies in rapidity in passing such data by wireless from the ship to the coast station, and thence to the central meteorological office. It follows, therefore, that all ships not taking an active part in supplying data should use the greatest care not to interfere with the transmission of the wireless messages to the shore.

3. The following particulars refer to the scheme now being undertaken by the British Meteorological Office. This Notice will, however, be subject to revision from time to time, and endeavours will be made to include in each revision all information available to date of the weather bulletins issued by the wireless stations of the world. Earnest endeavours are being made to obtain international agreement as to the form of these weather bulletins and to the methods and times of transmission. It is hoped that the messages will eventually all be made in an international code at fixed times, so arranged that a ship with only one wireless operator will be able to read them. A similar scheme for time signals is being evolved.

COLLECTION OF WEATHER DATA FROM SHIPS.

4. Certain ships are being asked to supply data regularly three times a day and in addition to the regular observations, which are taken at 0100, 0700 and 1300 Greenwich time and sent as soon as possible to Malin head (GMH) or Valentia (GCK) coast stations, these ships may, on request from either of these coast stations, send special data messages at other times.

5. Precise instructions as to the procedure for ships which intend to send a data message, together with the necessary code, will be issued at an early date.

Issue of Weather Bulletins to Ships.

6. A wireless *weather bulletin* may contain both or either of the following:—

- (a) A *weather report*, which is an official statement of existing weather conditions; and/or
- (b) A *weather forecast*, which is an official opinion of probable future weather conditions.

7. The accompanying schedule of wireless weather bulletins is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all weather bulletins transmitted at fixed times by wireless stations throughout the world. The

same information will be found in detail in the Sailing Directions and in the International List of Radiotelegraph Stations (the Berne List).

8. The times given in the third column of the schedule are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23.

9. Operators are reminded that Article 45 of the International Service Regulations imposes the general obligation of not interfering with reception of weather bulletins by other ships.

10. Certain other stations not shown in the schedule supply weather bulletins *on demand*, generally at reduced charges. Particulars will be found in the Berne List.

SCHEDULE OF WIRELESS WEATHER BULLETINS.

Wireless Station. (1.)	Call letters (2.)	Time (G.M.T.) (3.)	Wave (Metres) (4.)
AUSTRALASIA :			
Adelaide Radio ...	VIA	0900, 1030	600
Brisbane Radio ...	VIB	1230, 1300	600
Hobart Radio ...	VIH	1200	600
Melbourne Radio ...	VIM	0930, 1100	600
Sydney Radio (Pennant Hills)	VIS		600
Awanui Radio ...	VLA		
Awarua Radio ...	VLB		
Wellington Radio ...	VLW	No details	No details
Chatham Is ...	VLC		
Macquarie Is. Radio ...	VIQ		
BRAZIL :			
Illa do Governador ...	SOH	0000*	1800
CHINA :			
Shanghai—Zikawei ...	FFZ	0300*, 0900	600
FRANCE :			
Eiffel Tower ...	FL	0945†, 2330*	2500
FRENCH OCEANIA :			
Papeete, Ile Tahiti ...	FOP	1100, 2300	600
GERMANY :			
Norddeich ...	KAV	1200, 2200	1650
GREAT BRITAIN :			
Poldhu "Western" ...	MPD	0930	2700
Cleethorpes "Eastern" ...	BYB	—JL— 1700	3000
" " "Northern" " ...	BYB	—JL— 1700	3000
" " "Scandinavia" " ...	BYB	—JL— 1700	3000
HAWAIIAN Is :			
Pearl Harbour ...	NPM	{ 0230, 0630 1830, 2230 }	? 600
HOLLAND :			
Scheveningen ...	PHC	1115, 2315	1800

* Weather bulletin follows a time signal.

† Weather bulletin is followed by time signal.

Wireless Station. (1.)	Call letters. (2.)	Time (G.M.T.) (3.)	Wave (Metres). (4.)
INDIA :			
Calcutta Radio ...	VWC	0730*, 1910	2000
Karachi Radio ...	VWK		2000
Rangoon Radio ...	VTR	0730, 1910	1200
Bombay Radio ...	VMB		2000
Madras Radio ...	VWM	0740, 1920	2000
Port Blair ...	VTP		1200
JAPAN :			
Choshi ...	JOS	1200*	600
Dairenwan ...	JDA	1200	600
Fuki Kaku ...	JKF	1130	600
MEDITERRANEAN :			
Rinella ...	BYZ	2100	2700
MEXICO :			
Campeche ...	XAB		
Guayamas ...	XAH		
Mazatlan de Sinaloa ...	XAE	1837*	600
Payo Obispo ...	XAC		
Vera Cruz ...	XAA		
PHILIPPINES :			
Kavite ...	NPO	{ 0300 1400 }	952 5000 (Continuous wave.)
SAMOA :			
Tutuila ...	NPU	{ 0330, 0730 1930, 2330 }	600
SOUTH AFRICA :			
Capetown Radio ...	MNC	1115	600
Durban Radio ...	VND	1115	600
SPAIN :			
Madrid ...	EGC	1330	2000
UNITED STATES :			
Washington (Arlington) ...	NAA	0300* & 1700*	2500
Annapolis ...	NBR	0130, 1330	1700
Key West ...	NAR	0300*	1500
S. Francisco ...	NPH	0600*	600 & 950
North Head ...	NPE	0600	600 & 950
S. Diego ...	NPL	0600	600 & 950

* Weather bulletin follows a time signal.

Note.—This Notice will be subject to revision from time to time.

Authority.—The Lords Commissioners of the Admiralty. (H. 4113/20.)

JAPAN—SHIMONOSEKI KAIKYO, WESTERN APPROACH.

Wakamatsu Ko Light—Alteration in Characteristics.

No. 222 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1011 of 1920), are republished:—

Position.—On the outer extremity of the breakwater.

Lat. $33^{\circ} 55' 4''$ N., long. $130^{\circ} 49' E.$

New abridged description.—Lt. Occ., Red, ev. 6 sec., 29 ft., vis. 10 m.

Details.—The fixed red light has been replaced by a light having the undermentioned characteristics:—

Character.—*Occulting red every six seconds*, thus:—

<u>Light,</u>	<u>eclipse.</u>
3 secs.	3 secs.

Visibility.—10 miles.

Power.—300 candles.

Remarks.—The other characteristics of the light remain unchanged.

Charts affected.—No. 532, Approach to Shimonoseki kaikyo.

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

Publications.—List of Lights, Part VI, 1920, No. 1921.

Japan Pilot, 1914, page 554.

Authority.—Tokyo Notice No. 513 of 1920.

(H. 3655/20.)

JAPAN—HONSHU, EAST COAST.

Otsura (Isohama)—Light discontinued.

No. 223 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1012 of 1920), are republished:—

Position.—Lat. $36^{\circ} 18\frac{1}{4}'$ N., long. $140^{\circ} 34\frac{1}{4}'$ E.

Description.—An occulting white light.

Remarks.—This light, which was extinguished in 1919, has been permanently discontinued and is to be expunged from the charts.

Charts affected.—No. 3334, Tokyo to Sendai bay.

„ 2347, Honshu, Kiusiu, and Shikoku, &c.

„ 781, Pacific ocean—north-west sheet.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2068.

Japan Pilot, 1914, page 229; Revised Supplement (2), 1919.

Authority.—Tokyo Department of Communications Notice No. 532 of 1920. (H. 3836/20.)

CHINA, EAST COAST—WEI HAI WEI ANCHORAGE.

Leu Kung Tau—Mooring buoy established southward of;
Mooring buoys withdrawn.

No. 224 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1018 of 1920), are republished:—

1. *Mooring buoy established:*

Position.—At a distance of 535 yards, 162° , from the iron chimney near the inshore end of the iron pier.
Lat $37^{\circ} 30'$ N., long $122^{\circ} 10'$ E.

Description.—Mooring-buoy.

2. Mooring-buoys withdrawn:

Details.—All the other mooring-buoys to the southward of Leu kung tau, including the target moorings southward of the Parade ground, have been withdrawn and are to be expunged from the charts.

Charts affected.—No. 3025, Wei hai wei anchorage

“ 2823, Wei hai wei and approaches.

Publication.—China Sea Pilot, Vol. V, 1912, page 456.

Authority.—Commander-in-Chief, China. (H. 3961/20.)

PHILIPPINE ISLANDS—LUZON.

Burias Pass—Existence of rock.

No. 225 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1022 of 1920), are republished:—

Position (approximate).—At a distance of about 5 miles northward of Boca Engano.

Lat. $12^{\circ} 52' 30''$ N., long. $123^{\circ} 18' 00''$ E.

Depth.—Less than 6 feet.

Remarks.—The position of this rock is doubtful and it is to be marked “P. D.” on the charts.

Charts affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

“ 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 478.

Authority.—U.S.A. Government Chart. (H. 1003/20.)

PHILIPPINE ISLANDS—MINDANAO, NORTH COAST.

Nasipit Harbour—Light established.

No. 226 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1023 of 1920), are republished:—

Position (approximate).—On the bluff on the western side of the harbour entrance, and at a distance of $6\frac{1}{2}$ cables, 276° , from the western corner of Nasipit house.

Lat. $8^{\circ} 58' 4''$ N., long. $125^{\circ} 19' 4''$ E.

Abridged description.—Lt. Fl., ev. 5 sec. vis. 15 m. (U) (posn. approx.)

Characteristics:

Character.—Flashing white every five seconds.

Visibility.—15 miles.

Structure.—Beacon.

Note.—The light is unwatched.

Charts affected.—No. 957, Plan of Nasipit harbour.

„ 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1920, No. 1161a.

Eastern Archipelago Pilot, Part I, 1911, page 433.

Authority.—Manila Notice No. 16 of 1919. (H. 1781/20.)

BAY OF BENGAL—CHITTAGONG COAST.

Chittagong (Karnafuli) river—Removal of mark leading over Outer Bar

No. 227-I (second publication).—

Subject.—The mark "Disc above two battens" leading over the Outer Bar was removed on the 29th July 1920.

Chart affected.—No. 84, Chittagong (Karnafuli) river.

Publication.—Bay of Bengal Pilot, 1910, page 322.

Authority.—Port Officer, Chittagong, Notice, dated 30th July 1920.

The 2nd August 1920.

EASTERN ARCHIPELAGO—CELEBES, SOUTH EAST COAST.

Batu Ata (Hagedis Island) and vicinity—Amendments to charts.

No. 216 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 959 of 1920), are republished:—

Position.—Batu Ata (Hagedis island), north point. lat. $6^{\circ} 11' S$, long. $122^{\circ} 41' E$.

Details.—(1) The amended position and description of Batu Ata is shown on the accompanying reproductions of portions of charts Nos. 3616, 942a, 2759a and 1263.

The amended position of the drying rock southward of the foregoing island is also shown on the reproduction.

(2) A reliable survey has failed to reveal any trace of the following reefs, which have in consequence been omitted from the reproductions:—

(a) Reef formerly shown on charts about 10 miles southward of Batu Ata, and marked "E. D."

(b) Six Feet bank eastward of Batu Ata.

(c) The circular bank southward of Six Feet bank.

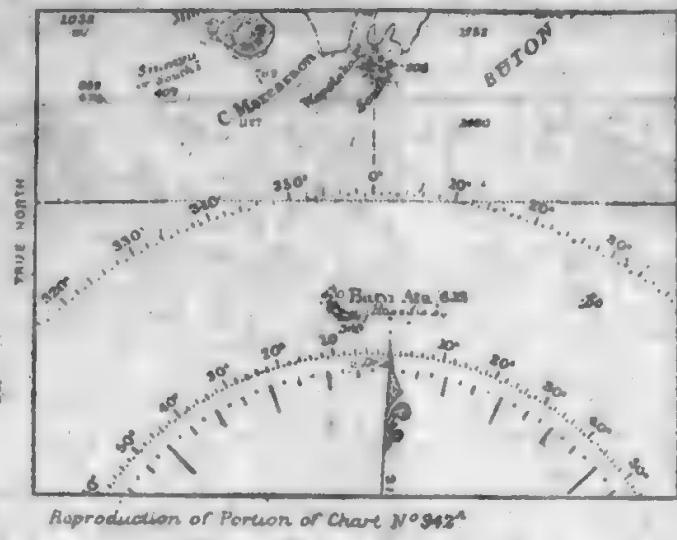
Charts affected.—No. 3616, Tomori gulf to Salayar strait.
 " 942a, Eastern archipelago—sheet III.
 " 2759a, Australia—northern portion.
 " 1263, China sea.
 " 2483, Atlantic and Indian oceans, &c.
 " 2683, Pacific ocean.
 " 2937, Oceanic soundings, Indian and Western Pacific oceans.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 476.

Authority.—Netherlands Government Chart and Hague Notice No. 2038 of 1919. (H. 7818-19.)

To accompany Admiralty Notice to Mariners N° 3616 of 1920.





Reproduction of Portion of Chart N° 942^a

50 Miles 500 Miles



Reproduction of Portion of Chart N° 9259^a

50 Miles 500 Miles

CHINA SEA—GASPAR STRAIT.

Mendanau Strait and approaches—Amendments to chart with regard to shoals.

No. 217 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 960 of 1920), are republished:—

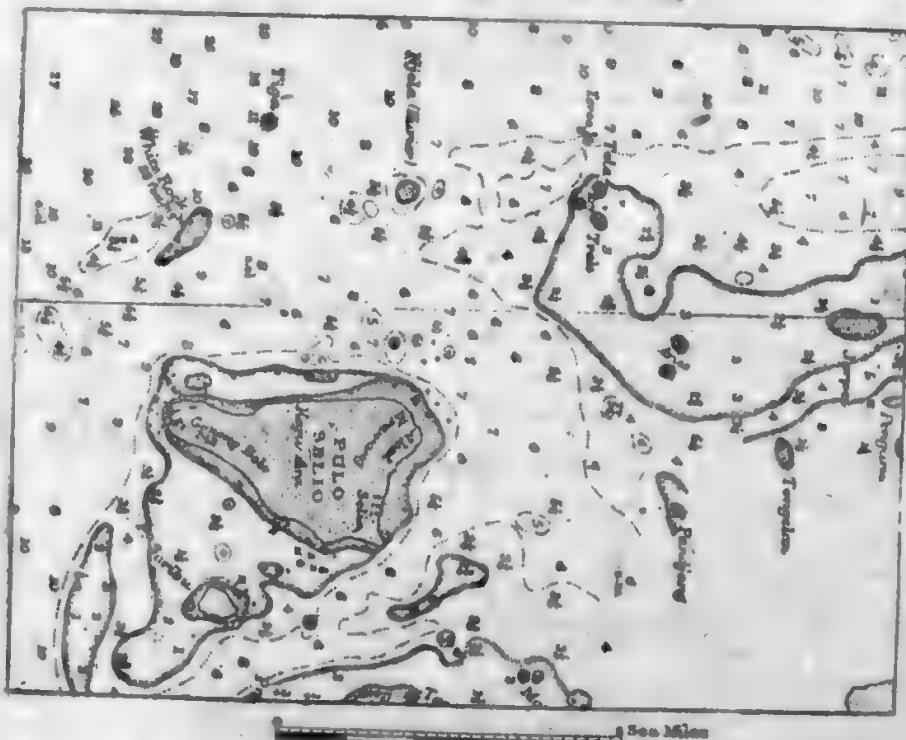
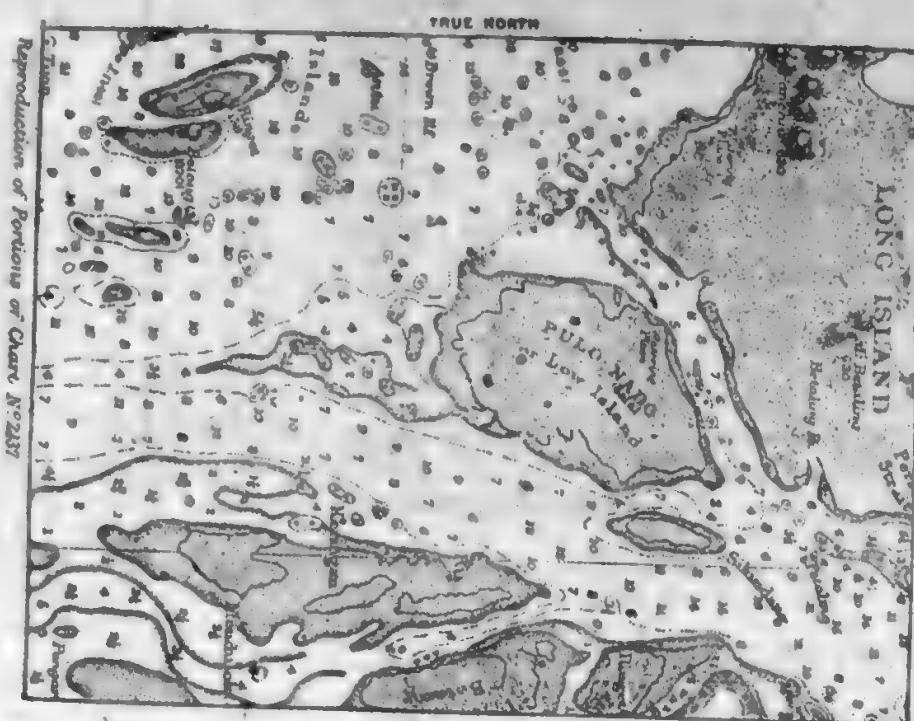
Position.—Pulo Mendanau, south point, lat. $2^{\circ} 56\frac{1}{2}'$ S., long. $107^{\circ} 25'$ E.

Details.—Amendments to the chart with regard to shoals in Mendanau strait and southern approaches, embodying the latest information received, are shown on the accompanying reproduction of a portion of chart No. 2137.

Chart affected.—No. 2137, Gaspar strait.

Publication.—China Sea Pilot, Vol. II, 1915, pages 156, 158, 159, 160.

Authority.—Netherlands Government Chart. (H. 9358-19.)



RED SEA.

Suez Bay—Telegraph buoys established; Caution with regard to cables.

No. 218 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 968 of 1920), are republished:—

Position.—Port Ibrahim South mole head, lat. $29^{\circ} 56\frac{1}{4}'$ N., long. $32^{\circ} 33\frac{1}{4}'$ E.

(1) Telegraph buoys established :

Position.—(a) At a distance of $16\frac{1}{2}$ cables, 257° , from the green light on the South mole head at Port Ibrahim.

(b) At a distance of 2 miles $6\frac{1}{2}$ cables, 263° , from the green light referred to above.

Description.—Each a black and white vertically striped buoy with ball topmark.

(2) Caution with regard to cables :

Caution.—Owing to the existence of telegraph cables vessels are warned not to anchor within an area bounded by the following limits :—

(a) *On the East*—By a line drawn from a position $18\frac{1}{2}$ cables, 304° , from the green light on the South mole head at Port Ibrahim, in a 178° direction for a distance of $16\frac{1}{2}$ cables, thence in a 220° direction for a distance of $14\frac{1}{2}$ cables, thence in a 137° direction for a distance of $17\frac{1}{2}$ cables, thence in a 163° direction for a distance of 12 cables.

(b) *On the West*—By a line drawn from a position 2 miles $4\frac{1}{2}$ cables, 290° , from the green light referred to above, in a 202° direction for a distance of $10\frac{1}{2}$ cables, thence in a 219° direction for a distance of 2 miles $3\frac{1}{2}$ cables, and thence in a 140° direction to Ras el Adabieh.

Note.—The above-mentioned limits are to be indicated on the charts by pecked lines and a cautionary note inserted.

Charts affected.—No. 734, Suez bay.

233, Suez canal.

Publication.—Red Sea, &c., Pilot, 1909, page 88.

Authority.—Eastern Telegraph Company, Ltd. (H. 3188-20.)

JAPAN—HONSHU, SOUTH COAST.

Su-no-saki—Light established.

No. 219 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 981 of 1920), are republished :—

Position.—Lat. $34^\circ 58' 38''$ N., long. $139^\circ 45' 40''$ E., on chart No. 2657.

Abridged description.—Lt. Alt. Fl., W.R., ev. 30 sec., 143 ft., vis. 18 m.

Characteristics.—

Character.—An alternating flashing white and red light every thirty seconds.

Elevation.—143 feet.

Visibility.—18 miles; from 347° , through north, to 253° .

Power.—17,000 candles.

Structure.—White circular concrete tower, 40 feet in height.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

“ 953, Omai saki to Tsurugi saki.

“ 3334, Tokyo to Sendai bay.

“ 996, Kii suido to Tokyo.

“ 2347, Honshu, Kiusiu and Shikoku, &c.

“ 2459, North-west Pacific ocean, &c.

“ 781, Pacific ocean—north-west sheet.

Publications.—List of Lights, Part VI, 1920, No. 2062a.

Japan Pilot, 1914, page 197.

Authority.—Tokyo, Department of Communications Notices No. 1531 of 1919 and No. 526 of 1920. (H. 197 & 3656-20.)

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 15, 1920.

APPENDIX.

NOTICES TO MARINERS.

THE following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

CALCUTTA, the 6th September 1920.

CHINA, SOUTH COAST—CANTON RIVER.

Wangmun Entrance light—Alteration in characteristics.

No. 262 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1166 of 1920), are republished:—

Position.—On the western edge of Swashway bank.

Lat. $22^{\circ} 35\frac{1}{2}'$ N., long. $113^{\circ} 36\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., ev. 3 sec., 40 ft., vis. 12 m.

Details.—The group occulting white light has been replaced by a light having the undermentioned characteristics:—

Character.—Flashing white every three seconds, thus:

Flash,	eclipse,
$\frac{3}{10}$ sec.	$\frac{27}{10}$ secs.

Visibility.—12 miles.

Remarks.—The other characteristics of the light remain unchanged.

Charts affected.—No. 3682, Kapsing mun to Boca Tigris—northern sheet.

„ 3588, Canton river delta.

„ 3026, Macao to Pedro Blanco, including Hongkong.

„ 2562, Canton river with its western branches.

Publications.—List of Lights, Part VI, 1920, No. 1487.

China Sea Pilot, Vol. III, 1912, page 442.

Authority.—Shanghai Notice No. 705 of 1920. (H. 4594/20.)

PHILIPPINE ISLANDS—BALICUATRO ISLANDS.

Amendments to charts with regard to shoals.

No. 263 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1167 of 1920), are republished:—

Position.—(a) San Bernardino islet lighthouse, lat. $12^{\circ} 45'$ N., long $124^{\circ} 17'$ E.

(b) Green island, lat. $12^{\circ} 33\frac{1}{2}'$ N., long. $124^{\circ} 28'$ E.

Details.—The accompanying reproduction of portions of chart No. 3370 show the necessary amendments with regard to shoals in the vicinity of San Bernardino islets and Kabuan island.

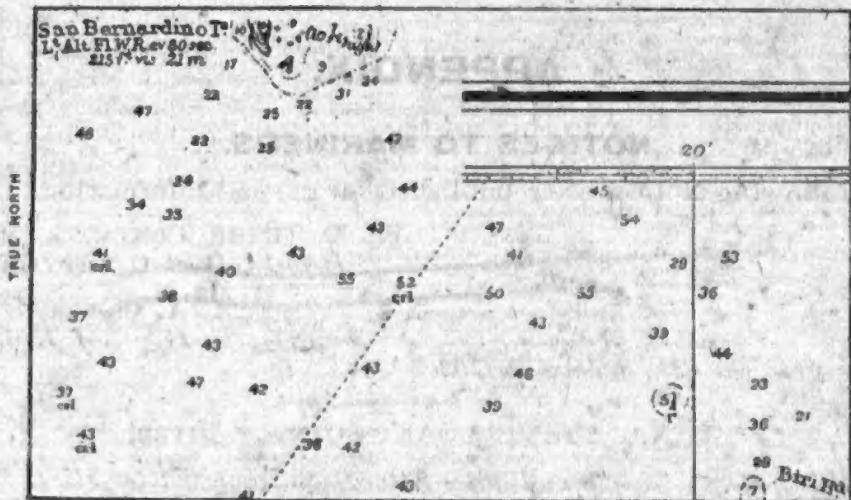
Charts affected.—No. 3370, San Bernardino strait and approaches.

,, 2577, Philippine islands between San Bernardino and Mindoro straits.

.. 943, Molucca passage to Manila,

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 507, 510, 511, 512, 603; Supplement No. 5, 1920.

Authority.—U.S.A. Government Chart. (H. 1027/20.)



Reproduction of Portions of Chart N° 3370.

5 Sea Miles

INDIA, WEST COAST.

Port of Bombay—Flagstaff shoal removed; Position of pilot vessel.

No. 264 (first publication)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1168 of 1920), are republished:—

(1) Flagstaff shoal removed:

Position.—At a distance of about 6 cables northward of Middle ground.

Lat. $18^{\circ} 55\frac{1}{4}'$ N., long. $72^{\circ} 50\frac{1}{4}'$ E.

Details.—There is now a least depth of 24 feet over the Flagstaff shoal.

Note.—The shoal is to be expunged from the charts together with the 18-foot contour line encircling it and the depths shown therein. The cautionary note with regard to dredging in the vicinity of the Flagstaff shoal is also to be expunged from the charts.

(2) Position of pilot vessel:

Details.—The following note with regard to the position of the pilot vessel is to be inserted on the charts about three quarters of a mile south-eastward of Sunk rock:—

“NOTE.”

“*The usual position of the Pilot Vessel is about 8 cables south-eastward of Sunk Rk.*”

Remarks.—The notes regarding the pilot vessel's former cruising grounds, westward of Thal shoal, are to be expunged from chart No. 2621.

Charts affected.—No. 655, Port of Bombay.

“ 2621, Bombay harbour.

“ 737, Arnala island to Kundari island. (1)

Authority.—Port Officer, Bombay. (H. 4245/20 & 5172/19.)

INDIA, WEST COAST.

Port of Bombay—Amended western limit.

No. 265 (first publication)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1169 of 1920), are republished:—

Position.—Malabar point, lat. $18^{\circ} 56\frac{1}{4}'$ N., long. $72^{\circ} 47\frac{1}{4}'$ E.

Details.—The western limit of the port extends from the southern extremity of Malabar point to Bombay floating light and thence to the western side of Kundari island.

Note.—The southern limit is as shown on the chart.

Chart affected.—No. 2621, Bombay harbour.

Publication.—W. C. India Pilot, 1919, page 221.

Authority.—Port Officer, Bombay. (H. 4245/20.)

JAPAN—HONSHU, SOUTH COAST.

Su-no-saki—Amended position of light.

No. 266 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1170 of 1920), are republished:—

Former Notice.—No. 981 of 1920. (*This office No. 219 of 1920.*)

Position (approximate).—Lat. $34^{\circ} 58' 40''$ N., long. $139^{\circ} 45' 26''$ E., on chart No. 2657.

Description.—An alternating *flashing* white and red light *every thirty seconds*, as described in the former notice.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

Publications.—List of Lights, Part VI, 1920, No. 2062a.
Japan Pilot, 1914, page 197.

Authority.—Hydrographic Department. (H. 4431/20.)

JAPAN—GULF OF TOKYO.

Tsurugi Zaki—Non-existence of shoal south-eastward of.

No. 267 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1171 of 1920), are republished:—

Former Notice.—No. 180 of 1919. (*This office No. 344 of 1919.*)

Position.—At a distance of about $11\frac{1}{2}$ cables south-eastward from Tsurugi zaki lighthouse, close north-westward of the 8 fathom shoal in that locality.

Details.—A recent survey of the locality having failed to reveal any trace of the shoal referred to in the former Notice quoted above, the note “(Less water repd., 1919)” is to be expunged from the charts.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi Saki.

Publication.—Japan Pilot, 1914, page 194; Revised Supplement (2), 1919.

Authority.—Tokyo Notice No. 403 of 1919. (H. 1644/20.)

COCHIN CHINA—SAIGON RIVER ENTRANCE.

Kua Tieu Entrance—Alterations in buoyage.

No. 268 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1179 of 1920), are republished:—

1. *Bell-buoy established—*

Position.—At a distance of about $5\frac{1}{2}$ miles eastward from the light on the northern side of the Kua Tieu entrance.

Lat. $10^{\circ} 14' 52''$ N., long. $106^{\circ} 54' 10''$ E.

Description.—A conical bell-buoy painted in black and white horizontal bands, with topmark consisting of two cones bases together.